

ASRS Database Report Set

Runway Incursions

Report Set Description.....A sampling of reports from all aviation arenas
referencing runway incursions.

Update Number5.0

Date of UpdateJuly 27, 2000

Number of Records in Report Set50

Number of New Records in Report Set.....50

Type of Records in Report SetFor each update, new records received at ASRS will
displace a like number of the oldest records in the
Report Set, with the objective of providing the fifty
most recent relevant ASRS Database records. Records
within this Report Set have been screened to assure
their relevance to the topic.

MEMORANDUM FOR: Recipients of Aviation Safety Reporting System Data
SUBJECT: Data Derived from ASRS Reports

The attached material is furnished pursuant to a request for data from the NASA Aviation Safety Reporting System (ASRS). Recipients of this material are reminded of the following points, which must be considered when evaluating these data.

ASRS reports are submitted voluntarily. The existence in the ASRS database of reports concerning a specific topic cannot, therefore, be used to infer the prevalence of that problem within the National Airspace System.

Reports submitted to ASRS may be amplified by further contact with the individual who submitted them, but the information provided by the reporter is not investigated further. Such information may or may not be correct in any or all respects. At best, it represents the perception of a specific individual who may or may not understand all of the factors involved in a given issue or event.

After preliminary processing, all ASRS reports are de-identified. Following de-identification, there is no way to identify the individual who submitted a report. All ASRS report processing systems are designed to protect identifying information submitted by reports, such as, names, company affiliations, and specific times of incident occurrence. There is, therefore, no way to verify information submitted in an ASRS report after it has been de-identified.

The National Aeronautics and Space Administration and its ASRS contractor, Battelle Memorial Institute, specifically disclaim any responsibility for any interpretation which may be made by others of any material or data furnished by NASA in response to queries of the ASRS database and related materials.

Linda J. Connell, Director
Aviation Safety Reporting System

CAVEAT REGARDING STATISTICAL USE OF ASRS INFORMATION

Certain caveats apply to the use of ASRS statistical data. All ASRS reports are voluntarily submitted, and thus cannot be considered a measured random sample of the full population of like events. For example, we receive several thousand altitude deviation reports each year. This number may comprise over half of all the altitude deviations that occur, or it may be just a small fraction of total occurrences. We have no way of knowing which.

Moreover, not all pilots, controllers, air carriers, or other participants in the aviation system, are equally aware of the ASRS or equally willing to report to us. Thus, the data reflect **reporting biases**. These biases, which are not fully known or measurable, distort ASRS statistics. A safety problem such as near midair collisions (NMACs) may appear to be more highly concentrated in area "A" than area "B" simply because the airmen who operate in area "A" are more supportive of the ASRS program and more inclined to report to us should an NMAC occur.

Only one thing can be known for sure from ASRS statistics—they represent the **lower measure** of the true number of such events that are occurring. For example, if ASRS receives 300 reports of track deviations in 1993 (this number is purely hypothetical), then it can be known with certainty that at least 300 such events have occurred in 1993.

Because of these statistical limitations, we believe that the **real power** of ASRS lies in the **report narratives**. Here pilots, controllers, and others, tell us about aviation safety incidents and situations in detail. They explain what happened, and more importantly, **why** it happened. Using report narratives effectively requires an extra measure of study, the knowledge derived is well worth the added effort.

For text on the strengths and limitations of incident data, the process of using incidents for human factors evaluations, statistical analysis methods and other sources of incident data, see:

Chappell, S.L. (1994). Using voluntary incident reports for human factors evaluations. In N. Johnston, N. McDonald & R. Fuller (Eds.), *Aviation Psychology in Practice*. Aldershot, England: Ashgate.

ACN: 454330

Time

Date : 199911

Day : Mon

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : LUK.Airport

State Reference : OH

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : LUK.Tower

Make Model : PA-31 Navajo Chieftan/Majave/Navajo

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 9000

Experience.Flight Time.Last 90 Days : 100

Experience.Flight Time.Type : 800

ASRS Report : 454330

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 3

Resolutive Action.Controller : Issued Advisory

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

CLRED TO TAXI FROM FBO TO RWY 21L VIA TXWY C AND TXWY A HOLD SHORT OF RWY 21R. AS WE APCHED THE EXTENDED CTRLINE OF THE DEP END OF RWY 21R THE CTLR ADVISED US TO STOP IMMEDIATELY AND REMINDED US THAT WE WERE INSTRUCTED TO HOLD SHORT OF RWY 21R AND THAT THERE WAS A SIGN ON THE TXWY THAT POINTED THIS OUT. AS ONE CAN SEE BY THE ENCLOSED ARPT DIAGRAM, RWY 21R DOES NOT INTERSECT WITH TXWY C. THEREFORE, ONE CANNOT HOLD SHORT OF RWY 21R ON TXWY C, BUT ONE CAN HOLD SHORT OF THE EXTENDED CTRLINE OF RWY 21R ON TXWY C, IF INSTRUCTED TO DO SO.

Synopsis :

PA31 CREW DOES NOT HOLD SHORT AS INSTRUCTED IN TAXI CLRNC.

Time

Date : 199911
Day : Sun
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : JFK.Airport
State Reference : NY
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : JFK.Tower
Make Model : Jetstream 41

Person / 1

Function.Controller : Ground
Experience.Flight Time.Total : 550
ASRS Report : 454590

Person / 2

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 4300
Experience.Flight Time.Last 90 Days : 184
Experience.Flight Time.Type : 445
ASRS Report : 454589

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 2400
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Type : 1000
ASRS Report : 454317

Events

Anomaly.Incursion : Runway
Independent Detector.Other.ControllerA : 1
Resolatory Action.None Taken : Detected After The Fact
Consequence.FAA : Assigned Or Threatened Penalties
Consequence.FAA : Investigated
Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : ATC Human Performance
Problem Areas : Flight Crew Human Performance

Narrative :

AN JS41 TAXIED OUT OF TXWY K ONTO RWY 31L, AND THEN TURNED OFF OF THE RWY. THE PLT SAID THAT HE WAS CONFUSED. SUPPLEMENTAL INFO FROM ACN 454589: ON NOV/MON/99, MY CAPT BROUGHT TO MY ATTN THAT JFK TWR HAD CALLED HIM UNOFFICIALLY REGARDING A SUPPOSED TAXI INFRACTION WHICH WAS TO HAVE OCCURRED NOV/SUN/99 AT APPROX XA50 HRS. THE CALL FROM THE TWR WAS A HEADS UP CALL IN REF TO A RPT BEING FILED BY THE CTLR WORKING GND CTL AT THE TIME OF ACCUSATION. IT IS ALLEGED THAT ON NOV/SUN/99, AT APPROX XA50 HRS, MY CAPT AND I CROSSED A HOLD SHORT LINE AT TXWYS K-L AND RWY 31L AND CONTINUED OUT ONTO THE RWY. THIS ACCUSATION COMPLETELY SURPRISED ME AS WE WERE CLRED TO TAXI FROM THE RAMP VIA TXWY K, L TXWY B TO HOLD SHORT OF TXWY F FROM RWY 31R. AT NO TIME DURING OUR TAXI DID WE CROSS ANY HOLD SHORT LINES OR ANY RWYS UNTIL WE WERE CLRED TO POS AND HOLD RWY 31R VIA TXWYS Z-A. I AM AT A LOSS TO EXPLAIN HOW THIS CTLR COULD EVER RPT OUR POS BEING ANYWHERE NEAR RWY 31L.

Synopsis :

GND CTLR AT JFK ALLEGES THAT A JS41 CREW TAXIED ONTO A RWY WITHOUT AUTH.

Time

Date : 199911

Day : Wed

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ATL.Airport

State Reference : GA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : ATL.Tower

Make Model : B727 Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.Tower : ATL.Tower

Make Model : L-1011 Tri-Star All Series

Aircraft / 3

Controlling Facilities.Tower : ATL.Tower

Make Model : B727 Undifferentiated or Other Model

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 9000

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 5000

ASRS Report : 454710

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 8000

Experience.Flight Time.Last 90 Days : 170

Experience.Flight Time.Type : 2500

ASRS Report : 454815

Person / 3

Function.Flight Crew : Second Officer

Person / 4

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 6

Function.Controller : Local

Person / 7

Function.Controller : Local

Person / 5

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Less Severe

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 6

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Rejected Takeoff
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Controller : Separated Traffic

Supplementary

Problem Areas : ATC Human Performance

Narrative :

ACR X WAS CLRED FOR TKOF BY ATLANTA TWR (119.5). ATLANTA TWR ALSO USES ANOTHER FREQ FOR RWY 26R FOR LNDG AND XING RWY 26L. WE JUST STARTED OUR ROLL WHEN THE CAPT CALLED 80 KTS AND THE TWR CALLED TO SAY DISCONTINUE THE TKOF BECAUSE OF XING TFC AT THE W END. WE DID STOP, TAXI BACK, CHK OUR CHARTS FOR BRAKE ENERGY, AND TOOK OFF AGAIN. SUPPLEMENTAL INFO FROM ACN 454815: THE TKOF WAS NORMAL AND I WAS MOSTLY INSIDE CONFIRMING THE ENG INSTS AND PWR SETTINGS. AS I WAS MAKING THE 80 KT CALL TWR SAID SOMETHING, WHICH I DID NOT UNDERSTAND SINCE I WAS TALKING AT THE SAME TIME. TWR SAID ACR X ABORT A SECOND TIME AND WE PULLED THE THROTTLES TO IDLE. I LOOKED TO THE END OF THE RWY TO SEE AN L1011 FOLLOWED CLOSELY BY A B727 XING THE RWY. THIS SIT WAS CAUSED BY ATLANTA TWR INSISTING ON ALLOWING DIFFERENT ACFT USING THE SAME RWY, BUT BE CTLED ON DIFFERENT RADIO FREQS UNLIKE ANY OTHER ARPT I AM AWARE OF. ATLANTA ALLOWS ACFT TO TAKE OFF ON 125.32, BUT ACFT XING THE RWY AFTER LNDG ON RWY 26R ON FREQ 119.5. PLTS ARE TAKEN OUT OF THE LOOP. WHY CAN'T ATLANTA DO THIS LIKE DFW AND OTHER ARPTS AND REQUIRE LNDG ACFT HOLD SHORT OF RWY 26L AND MONITOR 125.32. ALSO I ALLOWED TWR TO RUSH ME INTO AN EXPEDITED DEP.

Synopsis :

ATL LCL CTLR CLRED B727 FOR TKOF, BUT THEN ABORTED THE FLT BECAUSE OF TFC XING THE RWY.

Time

Date : 199911

Day : Sat

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : MIA.Airport

State Reference : FL

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 24300

Experience.Flight Time.Last 90 Days : 230

Experience.Flight Time.Type : 7000

ASRS Report : 454793

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolutive Action.Flight Crew : Became Reoriented

Resolutive Action.Controller : Provided Flight Assist

Resolutive Action.None Taken : Detected After The Fact

Situations

Aircraft.Make Model.Value : 148.44

Supplementary

Problem Areas : Airport

Narrative :

AFTER PUSH BACK FROM GATE AT MIA, WE WERE CLRED TO TAXI TO RWY 9L VIA TXWY Q. WHEN REACHING THE INTERSECTION OF TXWY Q AND P, THE TAXI SIGN INDICATES TXWY P TO THE R AND TXWY Q TO THE L. TURNING TO THE L LINES YOU UP TO CONTINUE L ON TXWY T WHICH CROSSES RWY 12. I CONTINUED ON TXWY T AND ALMOST CROSSED RWY 12. I DID NOT ENTER THE RWY AND WAS ABLE TO HOLD SHORT. I TALKED TO THE TWR ABOUT THIS AND THEY SAID THAT THIS IS A PROB AREA AND FOUR ACR'S HAVE DONE THE SAME THING IN THE LAST 10 DAYS. BETTER SIGNS ARE NEEDED BEFORE SOMEONE GETS HURT.

Synopsis :

B737-400 RPTR HAS DIFFICULTY WITH MIA SIGNAGE ON TAXI FROM GATE TO THE ACTIVE RWY.

Time

Date : 199911
Day : Tue
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : PVD.Airport
State Reference : RI
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : PVD.Tower
Make Model : SAAB-SCANIA Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.Tower : PVD.Tower
Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 8500
Experience.Flight Time.Last 90 Days : 225
Experience.Flight Time.Type : 3000
ASRS Report : 454940

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Controller : Ground

Person / 5

Function.Controller : Local

Events

Anomaly.Incursion : Runway
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 4
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : Airport
Problem Areas : Flight Crew Human Performance

Narrative :

WE WERE INSTRUCTED TO 'TAXI TO RWY 34 VIA TXWY C HOLD SHORT OF RWY 5R.' WHILE TAXIING AND RUNNING CHECKLIST WE APPROACHED THE RWY AND I NOTICED AN OLD HOLD SHORT LINE THAT WAS PAINTED BLACK (IT WAS REFLECTING SUNLIGHT). UPON APPROACHING THE HOLD SHORT LINE GND TOLD US TO 'STOP.' AT THAT TIME I REALIZED THE HOLD SHORT LINE I WAS APPROACHING WAS NOT THE CORRECT ONE. WE STOPPED SAFELY BEFORE THE RWY AND AN ACFT DEPARTED.

Synopsis :

SF34 CREW HAD DIFFICULTY IDENTIFYING THE CORRECT HOLD SHORT LINE AT PVD.

Time

Date : 199911

Day : Sat

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ATL.Airport

State Reference : GA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : ATL.Tower

Person / 1

Function.Controller : Ground

Experience.Flight Time.Total : 120

ASRS Report : 455070

Person / 2

Function.Flight Crew : Single Pilot

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

ACFT X WAS INSTRUCTED TO HOLD SHORT OF RWY 8L AT TXWY D. ACFT X CROSSED RWY 8L AT TXWY D WITHOUT CLRNC. THIS PLT APPEARED TO ONLY HAVE A PLT'S LICENSE WITH LOW TIME. THESE PLTS SHOULD BE PROHIBITED FROM COMS TO ATL, ORD, LAX, AND ARPTS LIKE THESE. THE LOW TIME PLT DOESN'T POSSESS THE SKILLS TO SAFELY OPERATE AT SOME OF THE WORLD'S BUSIEST ARPTS. IF SOMETHING HAPPENS WITH ONE OF THESE PVT PLTS, YOU CAN COUNT ON SEEING THIS RPT AGAIN.

Synopsis :

ATCT CTLR AT ATL BELIEVES LOW TIME PLTS SHOULD BE PROHIBITED FROM OPERATING AT LARGE ARPTS.

Time

Date : 199911

Day : Mon

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : PVD.Airport

State Reference : RI

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : PVD.Tower

Make Model : B737-800

Aircraft / 2

Controlling Facilities.Tower : PVD.Tower

Make Model : Medium Large Transport, Low Wing, 2 Turbojet Eng

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 11410

Experience.Flight Time.Last 90 Days : 210

Experience.Flight Time.Type : 1320

ASRS Report : 455450

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Ground

Person / 4

Function.Flight Crew : Captain

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Independent Detector.Other.ControllerA : 3

Independent Detector.Other.Flight CrewA : 2

Independent Detector.Other.Flight CrewB : 1

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Controller : Issued Advisory

Resolatory Action.Controller : Provided Flight Assist

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

Narrative :

WE WERE TAXIING FROM THE TERMINAL TO RWY 34 VIA TXWY T1, TXWY C AND TXWY K. WE WERE TOLD TO HOLD SHORT OF RWY 5R/23L. AS WE MADE THE TURN FROM TXWY C ONTO K, A JET TOOK OFF IN FRONT OF US USING RWY 23L. AFTER TURNING ONTO TXWY K, I LOOKED FOR THE HOLD SHORT LINES ON TXWY K. WE WERE LOOKING DIRECTLY INTO THE MORNING SUN. I SAW SOME HOLD SHORT LINES PRIOR TO RWY 23L, BUT AFTER LOOKING AT THEM FOR A FEW SECONDS AND GETTING CLOSER TO THEM, BOTH THE CAPT AND I REALIZED THAT THEY HAD BEEN PAINTED OVER. JUST THEN, PVD GND ADVISED US TO HOLD SHORT OF RWY 23L, THAT WE HAD PASSED THE HOLD SHORT LINE. I TOLD GND THAT WE WERE HOLDING SHORT, THAT WE KNEW THAT WE HAD PASSED THE HOLD SHORT LINE, BUT THE LINE WAS VERY DIFFICULT TO SEE TAXIING TOWARD THE SUN. NO OTHER COMMENT WAS MADE BY GND OR ME.

Synopsis :

AN ACR FLC FLYING A B737-800 RPTS ACKNOWLEDGING TO GND CTL AT PVD THAT THEY FAILED TO STOP AT THE HOLD SHORT LINE TO RWY 5R/23L.

Time

Date : 199911

Day : Mon

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : LAX.Airport

State Reference : CA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : LAX.Tower

Make Model : B757 Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.Tower : LAX.Tower

Make Model : MD-82

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 10000

Experience.Flight Time.Last 90 Days : 100

Experience.Flight Time.Type : 800

ASRS Report : 455578

Person / 2

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 5500

Experience.Flight Time.Last 90 Days : 240

Experience.Flight Time.Type : 1000

ASRS Report : 455582

Person / 3

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 4980

Experience.Flight Time.Last 90 Days : 198

Experience.Flight Time.Type : 740

ASRS Report : 756499

Person / 4

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 5

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : NMAC

Anomaly.Non Adherence : Clearance

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Took Evasive Action

Consequence.FAA : Assigned Or Threatened Penalties

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

ON NOV/XA/99 AT LAX WAITING FOR TKOF AND HOLDING SHORT OF RWY 25R, WE RECEIVED CLRNC TO TAXI INTO POS AND HOLD. AT THIS TIME WE COMPUTED OUR FINAL ITEMS CHKLIST AND ACFT X WENT INTO POS AND WAITED FOR TKOF CLRNC. UPON RECEIVING OUR CLRNC (WHICH WAS ACFT X MAINTAIN 3000 FT RWY 25R CLRED FOR TKOF) AFTER ACKNOWLEDGING BOTH THE NEW CLRNC ALT AND TKOF CLRNC, I STARTED THE TKOF ROLL (CAPT'S LEG). EVERYTHING WAS NORMAL THROUGH 100 KTS. AS WE REACHED V1 AND VR, I NOTICED AN ACFT COMING FROM L TO R XING IN FRONT OF US. AT THIS POINT I HAD STARTED MY ROTATION AND I COULD HEAR MY FO SAYING (WITH INCREASING INTENSITY) 'ROTATE, ROTATE, FASTER, FASTER.' BY THIS TIME I HAD ALREADY HAD INCREASED THE PITCH TO 10-12 DEGS AS THE MAIN GEAR BROKE GND. AS WE CLBED THROUGH 800 FT, I LOWERED THE NOSE AND RETRACTED FLAPS ON SCHEDULE. WE ASKED LAX TWR IF THEY WERE AWARE OF THE OTHER ACFT AND THEY REPLIED IN THE AFFIRMATIVE AND SAID THEY WERE INVESTIGATING. WE ESTIMATE WE CLRED THE OTHER ACFT BY LESS THAN 1/2 WING SPAN. REMAINDER OF FLT TO IAD WAS ROUTINE. SUPPLEMENTAL INFO FROM ACN 455582: RECOMMENDATIONS INCLUDE USING THE FULL LENGTH OF RWY 25R FOR ALL TKOFS AND PROHIBIT ANY INTXN TKOFS FROM INTXN F. THIS WOULD PROVIDE AN ADDITIONAL 1000 FT OF DISTANCE FOR RWY INCURSION REACTION TIME.

Synopsis :

A B757 FLC HAD TO GREATLY INCREASE THE RATE OF ROTATION TO CLR AN ACFT XING THE RWY AT LAX.

Time

Date : 199911

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : DFW.Airport

State Reference : TX

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : DFW.Tower

Make Model : B737-500

Aircraft / 2

Controlling Facilities.Tower : DFW.Tower

Make Model : MU-2 Undifferentiated or Other Model

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 9600

Experience.Flight Time.Last 90 Days : 220

Experience.Flight Time.Type : 1080

ASRS Report : 455600

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Ground Encounters.Other : Taxiing Aircraft

Anomaly.Conflict : Ground Less Severe

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Other : Did Not Takeoff

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

DFW TWR CLRED US FOR TKOF RWY 35L. I TOOK CTL OF THE ACFT AFTER ACFT WAS ALIGNED ON CTRLINE. I NOTICED AN MU2 TAXIING L TO R AND SAID 'WATCH THAT MU2.' I BELIEVE IT WAS ON TXWY A. THE MU2 CROSSED RWY 35L W TO E. I VERIFIED WITH TWR THAT WE WERE CLRED FOR TKOF. AGAIN, WE WERE. THE MU2 WAS WELL CLR OF RWY 35L AND WE BEGAN OUR TKOF ROLL (AFTER CAPT HAD NOTIFIED TWR OF WHAT WE SAW). CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: CREW WAS FLYING A B737-500. THE MU2 WAS ALSO ON THE TWR FREQ. THE RPTR NOTED THE MACHINE GUN RAPIDITY WITH WHICH THE TWR CTLR WAS ISSUING CLRNCS. HE DESCRIBED IT AS AUCTIONEER FAST. HE THINKS THAT CTLRS SHOULD BE COUNSELED UNTIL SPEECH RATE IS SLOW ENOUGH TO BE UNDERSTANDABLE BY THE PLTS INVOLVED IN THE OP. HE ATTRIBUTES THE FAILURE OF THE MU2 TO HOLD SHORT TO THE CTLR'S SPEECH RATE.

Synopsis :

B737 CREW HAD MU2 CROSS RWY IN FRONT OF THEM AFTER THEY HAD BEEN CLRED FOR TKOF.

Time

Date : 199911

Day : Sun

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : LBB.Airport

State Reference : TX

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : LBB.Tower

Make Model : Skyhawk 172/Cutlass 172

Aircraft / 2

Controlling Facilities.Tower : LBB.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 136

Experience.Flight Time.Last 90 Days : 12

Experience.Flight Time.Type : 66

ASRS Report : 455679

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Less Severe

Anomaly.Non Adherence : Clearance

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

AFTER LNDG ON RWY 26, I WAS TOLD TO TAXI TO END OF RWY 26, HOLD SHORT OF RWY 17. I WAS WATCHING FOR MARKINGS ON RWY TO INDICATE WHERE I SHOULD STOP. STOPPED AT END OF RWY, PLACING ME AT EDGE OF RWY 17. OTHER ACFT (LARGE JET) WAS DOING TOUCH-AND-GOES. IF I HAD GONE EVEN A FEW FT FURTHER, THERE COULD HAVE BEEN A COLLISION. NEED TO STOP MUCH EARLIER, AND BE MORE FAMILIAR WITH TAXIING ON RWYS. CONTRIBUTING FACTORS: 1) SEVERAL TXWYS UNDER REPAIR, MAKING TAXI ON RWY MORE LIKELY. 2) LACK OF EXPERIENCE TAXIING ON RWY. 3) FATIGUE AFTER XCOUNTRY FLT AT NIGHT.

Synopsis :

PVT PLT OF A C172 STOPPED PAST THE HOLD SHORT AFTER LNDG TO A CONVERGING RWY CAUSING A POTENTIAL CONFLICT WITH A JET ACFT LNDG.

Time

Date : 199911

Day : Mon

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : MEM.Airport

State Reference : TN

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : MEM.Tower

Make Model : Cessna 402/402c Businessliner/Utiliner

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 2900

Experience.Flight Time.Last 90 Days : 100

Experience.Flight Time.Type : 80

ASRS Report : 455688

Person / 2

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Less Severe

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

COMMITTED PLTDEV ERROR. WAS CLRED OFF OF RWY 36L TO TAXI TO TXWY A, THEN E. ACCIDENTALLY PASSED TXWY A AND INCURRED RWY 9/27. OTHER ACFT HAD JUST LANDED OPPOSITE DIRECTION. LATE, UNFAMILIAR.

Synopsis :

A 402B ATX PLT TURNS ONTO RWY 9 IN THE FACE OF LNDG TFC DURING A NIGHT OP WHILE SUPPOSEDLY TAXIING E ON TXWY A AT MEM, TN.

Time

Date : 199910

Day : Thu

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : WRI.Airport

State Reference : NJ

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : PA-28 Cherokee/Archer II/Dakota/Pillan/Warrior

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 300

Experience.Flight Time.Last 90 Days : 10

Experience.Flight Time.Type : 300

ASRS Report : 455866

Person / 2

Function.Controller : Local

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Airspace Violation : Entry

Anomaly.Incursion : Runway

Anomaly.Non Adherence : FAR

Independent Detector.Other.ControllerA : 2

Resolatory Action.Flight Crew : Landed As Precaution

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Investigated

Consequence.FAA : Reviewed Incident With Flight Crew

Consequence.Other : Maintenance Action

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

DEPARTED BADER FIELD, ATLANTIC CITY, NJ, BELIEVING MY FUEL ADEQUATE TO REACH OUR DEST SOLBERG-HUNTERDON ARPT (N51). AFTER FLYING FOR APPROX 15 MINS, REALIZED THAT FUEL GAUGE WAS GOING DOWN VERY FAST! WE SAW THE LIGHTS OF AN ARPT, BUT DIDN'T IDENT IT BECAUSE OUR SECTIONAL CHART HAD SLIPPED UNDER THE SEAT. THUS WE COULD NOT CALL FOR LNDG CLRNC. HOWEVER, WE WERE FORCED TO LAND DUE TO CRITICAL FUEL. AFTER LNDG, WE WERE TOLD IT WAS MCGUIRE AFB. THIS INCIDENT WOULD NOT HAVE OCCURRED IF MORE FUEL HAD BEEN ON BOARD AND WE SHOULDN'T HAVE DEPARTED WITHOUT HAVING THE PROPER CHART IN HAND. IT HAS SINCE BEEN DISCOVERED THAT THE FUEL SELECTOR SWITCH LEAKS PROFUSELY WHEN SET ON THE L TANK, WHICH WAS IN USE FOR THAT LEG OF FLT.

Synopsis :

PVT PLT OF A PIPER PA28-140 LANDED UNKNOWNLY AT A MIL BASE WHEN MAKING A NIGHT PRECAUTIONARY LNDG DUE TO LOW FUEL SUPPLY.

Time

Date : 199911

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ATL.Airport

State Reference : GA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.Tower : ATL.Tower

Make Model : B757-200

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 8000

Experience.Flight Time.Last 90 Days : 180

Experience.Flight Time.Type : 1800

ASRS Report : 455890

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 3

Resolatory Action.None Taken : Anomaly Accepted

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Investigated

Consequence.FAA : Reviewed Incident With Flight Crew

Consequence.Other : Company Review

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

OUR CALL SIGN WAS ACR X. WE LANDED ON RWY 8L IN ATL. TWR INSTRUCTED US TO TAXI VIA TXWY B AND HOLD SHORT OF RWY 8R AT TXWY D ('DIXIE' AS IT IS LOCALLY CALLED). WE ARRIVED AT TXWY D BEHIND A B737, ACR Y WHO WAS HOLDING SHORT OF RWY 8R AT TXWY C. JUST W OF THE B737, AN ACR Z REGIONAL JET CALL SIGN ACR Z WAS HOLDING SHORT OF RWY 8R AT TXWY C. AFTER A B757 TOOK OFF ON RWY 8R, TWR HAS A SMALL WAKE TURB SEPARATION, AND CAN USE THE OPPORTUNITY TO CROSS TFC TO THE RAMP AREA, AND BEGAN DOING SO AS ANTICIPATED. TWR CLRED ACR Y AND ACR Z TO CROSS RWY 8R. I APPARENTLY MISHEARD THE CLRNC AND READ BACK 'ACR X CLRED TO CROSS RWY 8R.' NO CORRECTION WAS RECEIVED FROM THE TWR. I HAVE NOT HEARD THE ATC TAPE, SO DO NOT KNOW IF MY XMISSION WAS BLOCKED OR I USED THE WRONG CALL SIGN IN MY READBACK. THE ACR Z RJ QUESTIONED HIS XING CLRNC AND WAS REAFFIRMED CLRED TO CROSS RWY 8R. TWR ALSO STATED THAT TFC WAS HOLDING IN POS ON RWY 8R, IE, WAITING FOR TKOF CLRNC. THE B737 CROSSED RWY 8R ON TXWY D. NEXT, THE ACR Z RJ CROSSED RWY 8R ON TXWY C. (THERE MAY HAVE BEEN ANOTHER RJ THAT ALSO CROSSED AT TXWY C AT THIS TIME, I CANNOT RECALL PRECISELY.) FOLLOWING THE RJ, WE CROSSED THE RWY 8R LAST, CLRING THE RWY MAYBE 10 OR 15 SECONDS AFTER THE RJ ON TXWY C. WE COULD CLRLY SEE THE TFC HOLDING IN POS FOR TKOF ON RWY 8R. AFTER CLRING RWY 8R, THE TWR INFORMED US WE WERE NOT CLRED TO CROSS RWY 8R. WE CONTACTED AN ACR Y ATC LIAISON, THE ATLANTA CHIEF PLT'S OFFICE, AND THE ATL TWR SUPVR. THE EVENT WAS TERMED A 'NON EVENT' AND RESOLVED TO SATISFACTION. THE ACFT HOLDING IN POS HAD BEEN CLRED TO TAKE OFF AS WE NOSED ONTO RWY 8R DOWNFIELD, AND HAD HIS TKOF CLRNC CANCELED. NO CONFLICT WOULD HAVE OCCURRED IF HE HAD CONTINUED HIS TKOF. IDENTED PROBS: 1) READBACK, HEARBACK ERROR, ESPECIALLY WITH VERY SIMILAR CALL SIGNS AND ACCEPTED A CLRNC THAT WOULD BE EXPECTED UNDER THE CIRCUMSTANCES. 2) USE OF 2 FREQS BY ATL TWR. 1 FOR ARRS, 1 FOR DEPS. IN THIS CASE, OUR LAST CHANCE OF BEING SITUATIONALLY AWARE IS REMOVED, SINCE WE CANNOT HEAR TKOF CLRNCs BEING ISSUED ON A RWY WHICH WE ARE XING DOWNFIELD. 3) DISTR IN COCKPIT DUE TO CABIN CREW ALERTING US 3 TIMES ABOUT A MINOR CABIN PROB DURING THIS EVENT. I FELT THAT I HAD NO PROB CONCENTRATING ON MY ATC CLRNC, BUT MUST ADMIT THIS MAY HAVE CONTRIBUTED TO THE ERROR(S).

Synopsis :

FLC OF A B757-200 TAXIED ACROSS PARALLEL RWY AFTER LNDG WITHOUT CLRNC.

Time

Date : 199911

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : LAX.Airport

State Reference : CA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : LAX.Tower

Make Model : MD-82

Aircraft / 2

Controlling Facilities.Tower : LAX.Tower

Make Model : B757 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 15064

Experience.Flight Time.Last 90 Days : 188

ASRS Report : 455952

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Person / 5

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Critical

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 4

Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

I WOULD LIKE TO INFORM YOU OF THE FACTS THAT OCCURRED AT LAX ARPT. AFTER WE LANDED ON RWY 25L AT LAX, THE TWR CTLR INSTRUCTED US DURING THE LNDG TO CLR THE RWY 25L VIA TXWY N AND CROSS RWY 25R AND REMAIN ON TWR FREQ. THESE INSTRUCTIONS WERE READ BACK BY THE FO WITHOUT RECEIVING FURTHER COMS FROM THE TWR CTLR. WHILE BEING AT TXWY N AND AFTER THE RWY 25R WAS CLRED, WE STARTED XING ACCORDING TO THE INSTRUCTIONS AND AT THE MIDDLE OF THE RWY 25R, THE TWR CTLR THEN GAVE US THE INSTRUCTION TO HOLD SHORT OF RWY 25R. WE COULDN'T COMPLY WITH THE INSTRUCTION BECAUSE THE AIRPLANE WAS IN THE MIDDLE OF THE RWY, AS WE MENTIONED BEFORE. THAT'S WHY WE EXPEDITED XING THE RWY. AT THAT MOMENT WE SAW ABOVE US AN ACFT, APPARENTLY A B757. LATER THE TWR CTLR SAID THAT THE INSTRUCTION WAS TO HOLD SHORT OF THE RWY AND REMAIN ON FREQ. THE FO TOLD THEM THAT HE READ BACK THE INSTRUCTIONS TO CLR THE RWY 25L VIA TXWY N AND CROSS RWY 25R REMAINING ON TWR CTL FREQ. AFTER THAT, THE TWR CTLR INSTRUCTED US TO CHANGE THE FREQ AND THEY GAVE US A PHONE NUMBER TO CONTACT THEM.

Synopsis :

DIFFERENCE OF OPINION AS TO CLRNC TO CROSS RWY AT LAX.

Time

Date : 199911

Day : Fri

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : BOS.Airport

State Reference : MA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.Tower : BOS.Tower

Make Model : Medium Large Transport, Low Wing, 2 Turbojet Eng

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 12000

Experience.Flight Time.Last 90 Days : 100

Experience.Flight Time.Type : 8000

ASRS Report : 456071

Person / 2

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 5800

Experience.Flight Time.Last 90 Days : 180

Experience.Flight Time.Type : 600

ASRS Report : 455720

Person / 3

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Independent Detector.Other.ControllerA : 3

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolutory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : Airport

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

PARKED AT GATE, TAXI CLRNC WAS 'TAXI TO RWY 15R VIA TXWY K, TXWY L.' UPON MAKING THE L TURN TO FOLLOW TXWY K PARALLEL TO RWY 4L/22R, WE WERE TOLD TO 'STOP.' WE WERE ASKED IF WE COULD MAKE THE R TURN ONTO TXWY W TO NOW TAXI TO RWY 9. WE ACKNOWLEDGED WE COULD. WE WERE IN FACT AT TXWY W ON TXWY K. WE WERE CLRED TO TAXI TO RWY 9 VIA TXWY W AND TXWY S, TO HOLD SHORT OF RWY 4L. I DID NOT HEAR THE 'HOLD SHORT OF RWY 4L' (WE WERE IN FACT HOLDING SHORT OF RWY 4L ON TXWY W WHEN WE RECEIVED THE CLRNC) AND I CONTINUED TO TAXI TXWY W AND TXWY S TO RWY 9. HOLDING SHORT OF RWY 9 ON TXWY S WE WERE TOLD AGAIN 'STOP.' I REPLIED WE ARE STOPPED AND HOLDING SHORT OF RWY 9 ON TXWY S. THE CTLR THEN ADVISED ME THAT HE HAD TOLD US TO HOLD SHORT OF RWY 4L. I APOLOGIZED AND HE INDICATED IT WAS NOT A PROB. BEING THAT WE WERE ALREADY ON TXWY W SHORT OF RWY 4L AT THE TIME THE CTLR CHANGED OUR CLRNC, I FEEL BETTER UNDERSTANDING WOULD HAVE OCCURRED HAD WE BEEN TOLD TO HOLD OUR PRESENT POS AND THEN BEEN GIVEN THE TAXI CLRNC TO RWY 9 WHEN WE WERE CLR TO TAXI ACROSS RWY 4L. SUPPLEMENTAL INFO FROM ACN 455720: I BELIEVE THAT THERE WERE SEVERAL CONTRIBUTING FACTORS. FIRST, THE SECOND TAXI INSTRUCTIONS GIVEN WERE INCORRECT. AS WE TURNED R ONTO TXWY W, THAT IS WHERE WE SHOULD HAVE HELD SHORT OF RWY 4L. THE ADDITION OF TXWY S IN THE INSTRUCTIONS CAUSED US TO THINK TXWY S WOULD BE WHERE WE WOULD HOLD SHORT OF THE RWY 4L. ANOTHER CONTRIBUTING FACTOR WAS THAT, BY CHANGING THE TKOF RWY, I AS THE FO WAS IN THE PROCESS OF GETTING NEW PERFORMANCE NUMBERS FROM OPS ON RADIO #2. A THIRD CONTRIBUTING FACTOR WAS A NEW CAPT. THE CAPT WAS ON HIS 4TH TRIP AS A NEW CAPT. IN SUMMARY, IT IS ULTIMATELY OUR RESPONSIBILITY AS THE PLTS TO BE SURE OF OUR TAXI INSTRUCTIONS AND TO COMPLY WITH THE INSTRUCTIONS. FORTUNATELY, RWY 4L WAS NOT AN ACTIVE RWY.

Synopsis :

AN ACR FLC RPT ON A RWY INCURSION WHILE TAXIING AT BOS, MA.

Time

Date : 199911

Day : Fri

Local Time Of Day : 0601 To 1200

Place

State Reference : TX

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : PA-24 Commanche

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 15000

Experience.Flight Time.Last 90 Days : 60

Experience.Flight Time.Type : 900

ASRS Report : 456080

Person / 2

Function.Oversight : Supervisor

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : FAR

Resolutory Action.None Taken : Anomaly Accepted

Resolutory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

Narrative :

LANDED AT HILLSBORO, TX, ARPT WHEN IT WAS NOTAM'ED CLOSED. FILED IFR FROM PANAMA CITY, FL (PFN) TO ALEXANDRIA, LA (AEX). CANCELED IFR AND PROCEEDED TO HILLSBORO (5T5) TO REFUEL. I DID NOT CHK WITH FLT SVC FOR NOTAMS FOR 5T5. ARPT WAS CLOSED FOR RESURFACING OF RWY. WORK HAD NOT BEGUN YET. NO BARRIERS IN PLACE ON RWY. NO CONFLICT OCCURRED. THE WAY TO PREVENT THIS IS TO ALWAYS CHK FOR NOTAMS WHEREVER A LNDG IS MADE. I DON'T THINK PEOPLE WILL ALWAYS DO THIS, THOUGH I DID MAKE ABOUT 5 RADIO CALLS ON UNICOM GOING INTO 5T5. MAYBE SOMEONE SHOULD MONITOR THE FREQ WHEN THE ARPT IS CLOSED. AFTER I FOUND THE ARPT WAS CLOSED, I ASKED A TEXAS DOT SUPVR ON SITE IF THERE WAS ANY PROB AND IF WE COULD DEPART. HE REPLIED THERE WAS NO PROB BECAUSE THEY HADN'T STARTED WORKING YET, AND THAT IT WAS OK FOR ME TO TAKE OFF.

Synopsis :

PLT OF A PIPER COMANCHE 250 UNKNOWNLY LANDED ON A CLOSED ARPT FOR REFUELING.

Time

Date : 199912

Day : Thu

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : MDW.Airport

State Reference : IL

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : MDW.Tower

Make Model : B737 Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.Tower : MDW.Tower

Make Model : B737 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 14900

Experience.Flight Time.Last 90 Days : 225

Experience.Flight Time.Type : 10000

ASRS Report : 456345

Person / 2

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 5000

Experience.Flight Time.Last 90 Days : 150

Experience.Flight Time.Type : 2500

ASRS Report : 456449

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Less Severe

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Independent Detector.Other.ControllerA : 4

Resolatory Action.Controller : Issued Alert

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

WHILE HOLDING SHORT OF RWY 13C IN MDW, WE (FLT 5XY) HEARD TWR CLR FLT 3XY INTO POS AND HOLD ON RWY 13C. WE ASSUMED THE CALL SIGN TO BE IN ERROR AND THE FO READ BACK THE CLRNC WITH EMPHASIS ON THE 5XY TO CORRECT THE CALL SIGN. TWR DID NOT RESPOND AND WE HAD NO INDICATION WE WERE BLOCKED, SO WE PROCEEDED ON TO RWY 13C WITH A SLIGHT BACK TAXI TO GET FULL LENGTH. DURING THIS SOMEONE WAS CLRED FOR TKOF. THE FO AND I WERE CONFUSED BY THE CLRNC BUT NOTICED LNDG LIGHTS AT THE OTHER END OF THE RWY WHEN WE GOT ALIGNED, SO WE BEGAN TO EXIT THE RWY WHEN TWR CALLED FOR THE ACFT ON THE TXWY (US) TO EXIT. CONTRIBUTING FACTORS INCLUDE: 1) SIMILAR CALL SIGNS THAT WE WERE NOT AWARE OF. 2) SIMILAR SOUNDING RWY, IE, RWY 13C AND RWY 31C. 3) OPPOSITE DIRECTION DEP WITHOUT NOTICE TO US. 4) ASSUMING THAT WE WOULD BE NEXT FOR RELEASE AND NOT GETTING POSITIVE CONFIRMATION OF THE CLRNC. SUPPLEMENTAL INFO FROM ACN 456449: ASSUMING THAT THE XMISSION WAS MEANT FOR US, WE ANSWERED INQUISITIVELY 'ROGER, THAT'S ACR FLT 5XY, POS AND HOLD RWY 13C,' AND CAUTIOUSLY PROCEEDED ONTO RWY 13C. ACFT FLT 3XY CONTINUED TKOF ROLL AND DEPARTED NORMALLY. CONTRIBUTING FACTORS: THE USE OF RWY 31C FOR DEPS WHEN RWY 13C WAS THE ACTIVE, AND NO CORRECTION BY TWR WHEN WE REPEATED WHAT WE THOUGHT WAS INSTRUCTION TO POS AND HOLD ON RWY 13L. I WOULD ASSUME THAT IT WAS STEPPED ON AS OTHER FLT RESPONDED SIMULTANEOUSLY. A HIGHER DEG OF SITUATIONAL AWARENESS BY US AND A NO ASSUMPTIONS ATTITUDE WOULD HAVE PREVENTED THIS SIT.

Synopsis :

THE FLC OF A B737 FINDS THEMSELVES NOSE TO NOSE ON TO A COMPANY FLT ON THE TKOF ROLL, OPPOSITE DIRECTION, ON RWY 31C AT MDW, IL.

Time

Date : 199912

Day : Fri

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : CLE.Airport

State Reference : OH

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : CLE.Tower

Make Model : B757-200

Aircraft / 2

Controlling Facilities.Tower : CLE.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 10000

Experience.Flight Time.Last 90 Days : 220

Experience.Flight Time.Type : 400

ASRS Report : 456361

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Ground

Person / 5

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Less Severe

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Independent Detector.Other.ControllerA : 5

Independent Detector.Other.Flight CrewA : 2

Independent Detector.Other.Flight CrewB : 3

Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.Controller : Issued Advisory

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

AT CLE, WAS ASKED BY GND CTL TO FOLLOW ACFT AHEAD AND MONITOR TWR. WE SWITCHED TO TWR, THEY THEN ADVISED ACFT AHEAD TO 'TAXI ACROSS RWY 23L, INTO POS AND HOLD RWY 23R.' I BELIEVE THE CAPT WAS STILL THINKING HE WAS TO FOLLOW THAT ACFT. SO, AS HE PROCEEDED ACROSS THE HOLD SHORT LINE FOR RWY 23L, I MENTIONED THAT 'I THINK YOU'RE SUPPOSED TO STOP BEHIND THE HOLD LIGHT BAR.' AT THAT SAME MOMENT THE TWR SENT AN ACFT AROUND AND ADVISED US WE WERE ON AN ACTIVE RWY. I ESTIMATE 10 FT ACROSS THE LINE WHEN HE STOPPED.

Synopsis :

A B757 FLT PIC TAXIES ACROSS THE HOLD LINE FOR RWY 23L WHILE 'FOLLOWING TFC' AT CLE, OH.

Time

Date : 199912

Day : Wed

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : LAX.Airport

State Reference : CA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : Marginal

Aircraft / 1

Controlling Facilities.Tower : LAX.Tower

Make Model : Widebody, Low Wing, 3 Turbojet Eng

Aircraft / 2

Controlling Facilities.Tower : LAX.Tower

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 8300

Experience.Flight Time.Last 90 Days : 50

Experience.Flight Time.Type : 50

ASRS Report : 456445

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Second Officer

Person / 4

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 5

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 4

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

ON LNDG AT LAX RWY 25L, WE WERE GIVEN INSTRUCTIONS TO TURN L OFF OF RWY, TAXI DOWN PARALLEL AND HOLD SHORT OF RWY 25L ON TXWY F. WHEN WE ARRIVED AT TXWY F, WE WERE TOLD TO CROSS RWY 25L AND THAT THE CTLR WOULD CALL US BACK, AND THAT TFC WAS ON A 1 1/2 MI FINAL. THE FO READ THE CLRNC BACK AND NOTHING FURTHER WAS SAID. UPON REACHING RWY 25R WE WERE TOLD TO CROSS RWY 25R AND JOIN TXWY B. WHEN I ARRIVED AT THE HOTEL, I HAD A MESSAGE TO CALL THE CTL TWR. THE SUPVR INFORMED ME THAT WE DID NOT HAVE CLRNC TO CROSS RWY 25L AND THAT A RPT WOULD BE FILED. THE SUPVR SAID THE TAPE OF THE CTLR STATED 'EXPECT TO CROSS RWY 25L AWAIT FURTHER INSTRUCTIONS.' THE TFC WAS VERY BUSY THAT DAY AND THERE WERE A LOT OF RADIO XMISSIONS BEING BLOCKED BY OTHER TFC. I BELIEVE THAT THE 'EXPECT TO' PART OF THE XMISSION WAS BLOCKED AND WE DID NOT HEAR IT. I ALSO BELIEVE THE PROPER TERMINOLOGY FOR THIS CLRNC SHOULD HAVE BEEN 'HOLD SHORT OF RWY 25L AWAIT FURTHER INSTRUCTIONS, TFC ON 1 1/2 MI FINAL.

Synopsis :

ACR CROSSES RWY AT LAX AFTER MISUNDERSTANDING CLRNC.

ACN: 456591

Time

Date : 199912

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : PVD.Airport

State Reference : RI

Altitude.AGL.Single Value : 0

Aircraft / 1

Controlling Facilities.Tower : PVD.Tower

Make Model : B737 Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.Tower : PVD.Tower

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Controller : Ground

Experience.Flight Time.Total : 200

ASRS Report : 456591

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Flight Crew : First Officer

Person / 4

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Less Severe

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 1

Resolatory Action.Controller : Issued Alert

Supplementary

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

Narrative :

ACR X B737 TAXIING FOR RWY 34 ON TXWY C WAS INSTRUCTED TO HOLD SHORT OF RWY 5R FOR ARR TFC. OBSERVING THE MOVEMENT OF ACR X, I NOTICED THAT THE ACFT WAS CROSSING THE HOLD SHORT LINE AND I IMMEDIATELY TOLD ACR X TO STOP. I ADVISED THE ACR X PLT THAT THE HOLD LINE WAS BEHIND HIM AT THIS TIME TO WHICH HE REPLIED THAT HE THOUGHT THE HOLD LINE WAS FOR RWY 34. THIS SIT HAS OCCURRED WELL TOO MANY TIMES ON THIS TXWY AND TXWY B ON THE OTHER SIDE. THE HOLD LINES ARE DISPLACED SO FAR AWAY FROM THE RWY THAT NUMEROUS ACFT ARE NOT ADHERING TO THEM. THERE IS AN OBVIOUS PROB WITH HOLD LINES WHICH APPEAR TO BE CONFUSING TO MOST PLTS.

Synopsis :

B737 FLC PASS THE RWY HOLD SHORT LINE AND ARE STOPPED SHORT OF RWY BY THE PVD GND CTLR DUE TO TFC ON APCH TO CROSSING RWY.

ACN: 456600

Time

Date : 199912

Day : Mon

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : ZZZ.Tower

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Controller : Ground

ASRS Report : 456600

Person / 2

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Independent Detector.Other.ControllerA : 1

Resolatory Action.None Taken : Unable

Resolatory Action.Other : Recommend Phraseology Change

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : FAA

Narrative :

I AM PRESENTLY EMPLOYED BY THE FAA AS A CERTIFIED PROFESSIONAL CTLR AT THE ATCT AT AN INTL ARPT. IT HAS RECENTLY COME TO MY ATTENTION THAT A CHANGE TO PROCS WHICH HAD THE INTENTION OF PREVENTING RWY INCURSIONS AND ACCIDENTS ON ACTIVE RWYS WILL HAVE EXACTLY THE OPPOSITE EFFECT. ALTHOUGH WELL INTENTIONED, THE NOTICE IS NOT WELL THOUGHT OUT AND, IF IMPLEMENTED, WILL INEVITABLY RESULT IN A CATASTROPHE ALONG THE LINES OF THE TENERIFE DISASTER. AS LONG AS I HAVE BEEN AN ATC (THE MIL PORTION OF MY ATC CAREER BEGAN IN 1983), IT HAS BEEN A WELL ESTABLISHED TENET OF THE BUSINESS THAT MISCOMS ARE UNAVOIDABLE AND THAT TO PREVENT ACCIDENTS AS A RESULT OF THOSE MISCOMS, SIMILAR SOUNDING INSTRUCTIONS OR WORDS ARE TO BE AVOIDED. THE TERM 'TKOF,' FOR EXAMPLE IS ONLY USED IN THE ACTUAL XMISSION OF A CLRNC FOR TKOF. IN OTHER XMISSIONS THE TERM 'DEPARTURE' IS USED TO PREVENT A PLT HOLDING IN POS FROM HEARING THE TERM 'TKOF' AND ERRONEOUSLY ASSUMING IT IS A CLRNC MEANT FOR HIM. IT IS A BACK-UP SAFETY NET THAT UNTIL NOW HAS WORKED ADMIRABLY. FAA NOTICE N7110.206, EFFECTIVE JUL/XA/99, HAS PHRASEOLOGY CHANGES THAT A GND CTLR IS TO REQUEST A RWY CROSSING FROM THE LCL CTLR AND IS IDENTICAL TO NOT ONLY THE LCL CTLR'S POSITIVE REPLY BUT IDENTICAL TO THE CLRNC ISSUED TO THE ACFT OR VEHICLE WHICH INTENDS TO CROSS. I FORESEE A SIT WHEREIN: 1) AN ACFT HOLDING SHORT OF AN ACTIVE RWY IN A LOW VISIBILITY SIT REQUESTS TO CROSS THAT ACTIVE RWY. 2) THE GND CTLR USING THE PHRASEOLOGY AS SPECIFIED IN THE NOTICE SAYS TO LCL 'CROSS RWY 18 AT TXWY B.' 3) UNBEKNOWNST TO GND CTL, HE HAD A 'HOT MIKE' AT THE TIME. 4) THE ACFT HOLDING TAKES THAT AS A CLRNC TO CROSS (I CERTAINLY WOULD). 5) LCL CTL REFUSES THE OP DUE TO AN ACFT ON DEP ROLL OR ON SHORT FINAL. 6) WHILE LCL AND GND ARE NOW COORD WHEN THE OP CAN BE EXPECTED TO TAKE PLACE SAFELY, IT IS TAKING PLACE. IT IS MY CONTENTION THAT UNLESS THIS PROC IS MODIFIED IN A WAY THAT WILL PREVENT THE 'HOT MIKE' SCENARIO FROM OCCURRING THERE WILL BE ACCIDENTS AS A RESULT. STEPS MUST QUICKLY BE TAKEN TO MODIFY THE PHRASEOLOGY SO THAT IT IS WELL UNDERSTOOD BY ALL OPERATIONAL CTLRS THAT THE WORD 'CROSS' BE ONLY USED IN THE ACTUAL AUTHORIZATION BY EITHER LCL OR GND CTL TO THE VEHICLE OR ACFT INVOLVED.

Synopsis :

TWR CTLR COMPLAINT REGARDING A CHANGE IN THE PHRASEOLOGY BETWEEN THE GND AND LCL TWR CONTROLLERS FOR TAXIING ACFT APPROVAL TO CROSS ACTIVE RWYS.

Time

Date : 199911

Day : Mon

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : CYWG.Airport

State Reference : MB

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : B727 Undifferentiated or Other Model

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 12000

Experience.Flight Time.Last 90 Days : 121

Experience.Flight Time.Type : 4000

ASRS Report : 456617

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Flight Crew : Second Officer

Person / 4

Function.Controller : Ground

Person / 5

Function.Controller : Supervisor

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Less Severe

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 4

Resolatory Action.Controller : Issued New Clearance

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

Narrative :

DURING TAXI FROM CARGO AREA TO RWY 18, CAPT (ACFT X) MISSED TURN ONTO TXWY T AND CONTINUED TOWARD RWY 18. CAPT STOPPED SHORT OF RWY, BUT PAST HOLD LINE. FO WAS DISTRACTED AND LOOKING DOWN TO GET TWR FREQ IN PREPARATION FOR CHANGE-OVER. GND CTL CALLED 'HOLD SHORT!' AT ABOUT THE SAME TIME AS CAPT STOPPED ACFT. CAPT CHECKED WITH TWR UPON ARR AT DEST AND WAS TOLD THAT TWO OTHER ACFT HAD MADE THE SAME MISTAKE THAT EVENING AND 'AROUND 10 ACFT' HAD DONE THE SAME IN THE PREVIOUS WEEK. CAPT INDICATED THAT SIGNAGE WAS POOR AND CONFUSING. THERE WAS AN ACFT ON TKOF ROLL WHICH TOOK NO ACTION.

Synopsis :

B727 FLC MISSED RWY 18 HOLD SHORT LINE, BEING ALERTED BY GND CTL. AT DEST, PIC CALLED CYWG TWR TO LEARN OTHER ACFT HAVE TAXIED OVER SAME HOLD SHORT LINE.

Time

Date : 199912

Day : Sun

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : SMX.Airport

State Reference : CA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : SMX.Tower

Make Model : Tobago TB-10C

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1495

Experience.Flight Time.Last 90 Days : 15

Experience.Flight Time.Type : 354

ASRS Report : 456726

Person / 2

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 2

Resolutive Action.None Taken : Detected After The Fact

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : Airport

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

I ARRIVED AT THE RUNUP AREA FOR RWY 30 AT SANTA MARIA'S HANCOCK FIELD. DID MY ACFT'S RUNUP AND HEADED FOR WHAT I THOUGHT WAS THE HOLD SHORT LINE FOR THE RWY. TWR CALLED ME, AFTER CLRING ME FOR TKOF, THAT I HELD SHORT AT THE WRONG LINE , PAST THE HOLD SHORT LINE. THE HOLD SHORT LINE, AT THIS TIME OF DAY, IS NOT VISIBLE BECAUSE OF THE ANGLE OF THE SUN. THE AFTERNOON SUN CAUSES THE HOLD SHORT LINE TO BLEND IN WITH THE TXWY RUNUP AREA.

Synopsis :

A TB-10C PLT, TAXIING AT SMX, CROSSED THE HOLD SHORT LINE FOR RWY 30. THE PLT LATER FOUND OUT THAT, AT THE PARTICULAR TIME OF AFTERNOON HE WAS TAXIING, THE HOLD SHORT LINE IS INVISIBLE DUE TO THE ANGLE OF THE SUN.

Time

Date : 199912

Day : Sun

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : DCA.Airport

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : DCA.Tower

Make Model : B737-400

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 16000

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 10000

ASRS Report : 456740

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Independent Detector.Other.Flight CrewA : 2

Resolutive Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

Narrative :

TAXIING TO RWY 19 AT DCA. HOLD SHORT LINE IS BARELY VISIBLE FROM COCKPIT. NEEDS TO BE REPAINTED. I TAXIED ON TOP OF LINE (FO HAD TO TELL ME) WHILE HOLDING SHORT.

Synopsis :

DURING TAXI FOR TKOF AT DCA, CAPT OF A B737-400 STOPPED ON TOP OF THE RWY HOLD SHORT LINE AT DCA DUE TO NOT NOTICING THE FADED HOLD SHORT LINES.

Time

Date : 199912

Day : Sun

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : MIA.Airport

State Reference : FL

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : MIA.Tower

Make Model : B737-300

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 14000

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 9000

ASRS Report : 456742

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Independent Detector.Other.Flight CrewA : 2

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

Narrative :

CAPT MAY HAVE TAXIED OVER THE HOLD SHORT LINE PRIOR TO TKOF CLRNC FOR RWYS 9L AND 12. IT IS DIFFICULT TO TELL IF THE HOLD SHORT LINE IS FOR BOTH RWYS OR IF ANOTHER LINE EXISTS CLOSER TO THE RWY. I WOULD RECOMMEND THAT THIS AREA BE MARKED IN SUCH A WAY AS TO ELIMINATE ANY CONFUSION.

Synopsis :

DURING TAXI OUT AT MIA, FLC INADVERTENTLY TAXIED OVER HOLD SHORT LINE FOR RWYS 9L AND 12 DUE TO NOT REALIZING THAT THE HOLD SHORT LINE WAS FOR BOTH RWYS.

Time

Date : 199912

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : CYUL.Airport

State Reference : PQ

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.Tower : CYUL.Tower

Make Model : DC-9 Undifferentiated or Other Model

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 7000

Experience.Flight Time.Last 90 Days : 225

Experience.Flight Time.Type : 475

ASRS Report : 456807

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Ground

Person / 4

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 4

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Controller : Issued Alert

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Airport

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

WE WERE TAXIING TO RWY 6R TALKING TO APRON CTL AND WAS TOLD TO TAXI INTO THE R BAY (IE, THE TXWY JUST SHORT OF RWY 6R) AND CONTACT GND ON 121.9. WE CONTACTED GND AND THEY SAID 'RWY HEADING ? (INAUDIBLE)' I ASKED THEM TO SAY AGAIN. THEY SAID 'RWY HEADING RTE? UNCHANGED.' THERE WAS A LONG PAUSE, IN WHICH WE THOUGHT GND WAS ALSO CTLING TWR CTL. WE STARTED TO TAXI PAST THE FIRST HOLD SHORT LINE. GND CTL TOLD US TO CONTACT TWR ON 119.9. WHEN WE CHANGED TO TWR CTL WE STOPPED AND I STARTED TRYING TO GET TWR ON THE RADIO. TWR WAS TRYING TO GET US ON THE RADIO. WE WERE STEPPING ON EACH OTHER. FINALLY TWR ASKED IF WE WERE ACROSS THE YELLOW LINE. I SAID YES. THERE WAS AN ACFT ON APCH THAT HAD JUST BROKEN OUT OF THE CLOUDS AND THE TWR TOLD THE ACFT (IN FRENCH) TO GO AROUND. WE THEN WERE CLRED INTO POS AND CLRED FOR TKOF. 1) THE PROB AROSE WHEN THERE WAS CONFUSION WITH THE GND CTLR. THE FRENCH ACCENT AND THE USE OF NON STANDARD TERMS (IE, RWY HEADING, THEN A LONG PAUSE) 2) ANOTHER PROB IS 2 HOLD SHORT LINES. AFTER WE CALLED THE SUPVR ON THE TELEPHONE HE TOLD US THAT LINE IS FOR GND VEHICLES. WHEN GND CTL TOLD US THE INSTRUCTIONS IT GAVE US THE THOUGHT OF, 'THAT IS OUR TKOF CLRNC.' WE NEVER DID ENCROACH UPON THE RWY. WE CALLED MONTREAL'S SHIFT SUPVR WHEN WE LANDED. HE SAID THAT HE UNDERSTOOD THE CONFUSION ACCORDING TO THE TAPES THAT HE REVIEWED, AND THAT IT HAS CAUSED CONFUSION IN THE PAST. HE SAID THAT HE UNDERSTOOD WHY WE ASKED GND CTL TO REPEAT THE INSTRUCTIONS, AND EXPLAINED THE REASON FOR TWO HOLD SHORT LINES. HE SAID NOT TO WORRY ABOUT IT AND WE TOOK WHAT HE SAID AS NO FOLLOW UP ACTION NECESSARY. HUMAN FACTORS: 1) POOR COM SKILLS OF GND CTLR WITH FRENCH ACCENT AND NON STANDARD PHRASEOLOGY. 2) NON STANDARD ARPT MARKINGS. 3) PLTS SHOULD QUERY WITH GND CTLR TO BE MORE SPECIFIC ON INSTRUCTIONS. ACTIONS TO PREVENT A RECURRENCE: STANDARD LANGUAGE AND PHRASEOLOGY.

Synopsis :

DC9 CREW HAD RWY INCURSION AT CYUL.

Time

Date : 199912

Day : Mon

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : PVD.Airport

State Reference : RI

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.Tower : PVD.Tower

Make Model : Large Transport, Low Wing, 3 Turbojet Eng

Aircraft / 2

Controlling Facilities.Tower : PVD.Tower

Make Model : Large Transport, Low Wing, 3 Turbojet Eng

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 4300

Experience.Flight Time.Last 90 Days : 220

Experience.Flight Time.Type : 1000

ASRS Report : 456996

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Oversight : PIC

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 6200

Experience.Flight Time.Last 90 Days : 50

Experience.Flight Time.Type : 850

ASRS Report : 456997

Person / 4

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 3

Resolutory Action.Flight Crew : Exited Adverse Environment

Resolutory Action.Controller : Issued New Clearance

Resolutory Action.Controller : Provided Flight Assist

Resolutory Action.None Taken : Detected After The Fact

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

WE LANDED ON RWY 5R IN PROVIDENCE (PVD). WE DID A CAT II APCH AUTOLAND RVR TOUCHDOWN 1200 FT ROLLOUT 1400 FT. WHILE STILL ON THE RWY THE CTLR GAVE US OUR TAXI CLRNC: L TURN N CROSS RWY 16, LET ME KNOW WHEN YOU CROSS RWY 16, STAY WITH ME. WE TAXIED OFF THE RWY ONTO TXWY N. WHILE TAXIING I THEN TOLD THE CAPT I WAS OFF OF #1 RADIO AND GOING OVER TO COMPANY TO GET THE GATE INFO. I CALLED COMPANY AND HAD TO WAIT FOR A MIN FOR THEM TO ANSWER THEY CAME BACK AND TOLD ME THE GATE. I THEN TOLD THE CAPT I WAS BACK ON RADIO #1. AT THAT TIME I WAS NOT SURE WHERE WE WERE AND WAS LOOKING FOR A TAXI SIGN. I THEN ASKED THE CAPT AND HE DIDN'T ANSWER. I THEN SAW THAT THE BLUE TAXI EDGE LIGHTS WERE DISAPPEARING AND WE WERE ENTERING WHITE LIGHTS. I THEN TOLD THE CAPT TO STOP THE PLANE. I BELIEVED WE WERE ENTERING A RWY. HE THEN WENT TO TURN R TO GET OFF, BUT I TOLD HIM TO STOP BECAUSE THERE WAS GRASS ON THE R SIDE OF ME AND WE WOULD GO INTO THE GRASS. AT THAT POINT THE CAPT GOT ON THE RADIO AND TOLD THE TWR WE WERE ON RWY 23R. I THEN TOLD THE CAPT THAT I COULD SEE A SIGN RWY 23L RIGHT IN FRONT OF ME WITH A TXWY K SIGN OFF MY R. THE CTLR THEN CLRED AN AIR JET TO TAKE OFF OF RWY 5R. I CAME ON THE RADIO AND TOLD THE CTLR WE WERE ON RWYS 5R/23L. THE CAPT CAME ON THE RADIO AND TOLD THE CTLR WE WERE AT RWY 23R. (I WAS TRYING TO SHOW THE CAPT THE SIGN THAT SAID RWY 23L AND TO EXPLAIN TO HIM WHERE WE WERE AT.) THE CTLR THEN CLRED THE ACR A JET TO TAKE OFF RWY 5R AGAIN. THE ACR A ASKED THE CTLR WHERE THE ACR B JET WAS AND THE CTLR TOLD THEM WE WERE AT RWY 23R AND THAT WAS NOT AN ACTIVE RWY IN THIS KIND OF WX. I CAME BACK ON THE RADIO AND TOLD THE CTLR WE WERE AT RWYS 5R/23L AT THAT POINT THE ACR A JET SAID THEY WERE NOT TAKING OFF UNTIL 'WE KNEW WHERE ACR B IS.' I THEN TOLD THE CTLR I HAD A SIGN FOR RWY 23L AND A TAXI SIGN ON MY R AND L. SHE THEN TOLD US TO TAXI TO TXWY K L K1 UP RWY 16 L TXWY C TO THE GATE AND LET ME KNOW WHEN YOU ARE AT THE GATE. WE TAXIED AND I TOLD THE TWR WHEN WE WERE AT THE GATE. I BELIEVE THE PROB WAS CAUSED BY LOW VISIBILITY, RVR 1200 FT POOR LAYOUT OF ARPT SIGNS NOT WELL LIT, THE FACT THAT I CALLED THE COMPANY AND PUT MY HEAD DOWN WHEN I SHOULD HAVE STAYED WITH THE CAPT TAXIING, ALSO WHEN THE CAPT WASN'T SURE HE SHOULD HAVE STOPPED AND ASKED ME OR THE TWR AND NOT CONTINUED TO TAXI. I SHOULD NOT HAVE PUT MY HEAD DOWN TO CALL THE COMPANY ESPECIALLY IN THE LOW VISIBILITY. I SHOULD HAVE STAYED WITH THE CAPT WHILE HE WAS TAXIING. HAD I DONE THAT I WOULD HAVE SEEN HE WAS TAKING A WRONG TURN. ALSO THE CAPT SHOULD HAVE STOPPED AND ASKED WHEN HE WAS NO LONGER SURE WHERE HE WAS. TO PREVENT A RECURRENCE, 1) BETTER ARPT SIGNS LIGHTING, 2) BOTH OF YOU STAY HEADS OUT AND TAXIING TILL AT THE APRON, 3) WHEN NOT SURE OF TAXIING INSTRUCTION OR WHERE YOU ARE AT, STOP THE PLANE AND ASK FOR INSTRUCTION.

Synopsis :

RWY INCURSION AT PVD DURING RESTR VISIBILITY CONDITIONS.

Time

Date : 199912

Day : Sat

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : IPT.Airport

State Reference : PA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : IPT.Tower

Make Model : Learjet 35

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 18000

Experience.Flight Time.Last 90 Days : 100

Experience.Flight Time.Type : 1500

ASRS Report : 457049

Person / 2

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 9500

Experience.Flight Time.Last 90 Days : 80

Experience.Flight Time.Type : 550

ASRS Report : 457050

Person / 3

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 3

Resolatory Action.Controller : Issued Advisory

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

Narrative :

OUR ACFT (X) OVERRAN THE HOLD SHORT LINE FOR RWY 27 AT WILLIAMSPORT, PA (IPT). WE WERE CLRED BY GND CTL FROM THE RAMP TO RWY 27. THIS INVOLVED CROSSING INACTIVE RWYS. WE VERIFIED BY A SECOND CALL THAT WE WERE CLRED TO CROSS AND PROCEED TO RWY 27 WITHOUT A HOLD SHORT. THE WEATHER WAS 10 MI VISIBILITY AND CLR OF CLOUDS. THERE WERE NO OTHER ACFT TAXIING OR OPERATING IN THE PATTERN. WE HAD COMPLETED THE TAXI CHECKLIST IN CHALLENGE AND RESPONSE STYLE JUST AS WE APCHED RWY 27. AT THIS TIME, GND CTL POLITELY INFORMED US THAT THE RWY HAD A DISPLACED HOLD LINE AND INDEED THERE WAS NO LINE AT THE RWYS BORDER AS ONE MIGHT HAVE EXPECTED. THERE WAS NO TFC AND THE TWR CLRED US ONTO THE RWY WITHOUT FURTHER MENTION. AS WE WERE NEW TO THIS FIELD, WE HAD MADE A GOOD STUDY OF A COMMERCIAL CHART ARPT LAYOUT AND NO SPECIAL NOTES EXIST TO POINT OUT THIS UNUSUALLY EXAGGERATED HOLD SHORT POINT. WHILE WE ARE SURE THE HOLD LINES ARE PAINTED ON THE TXWY, THIS POINT ON TXWY A SHOULD BE MADE HIGHLY VISIBLE TO PLTS DUE TO ITS UNUSUAL LOCATION. CREWS THAT ARE COMPLETING CHECKS IN COMPLICATED ACFT WILL CERTAINLY OPERATE SAFER WITH EFFECTIVE NOTIFICATION OF NON STANDARD PROC. FROM THE TWR'S RESPONSE, WE FELT THAT THIS HAPPENS OFTEN AT IPT. NOTATION ON THE ARPT DIAGRAM AS WELL AS EFFECTIVE SIGNAGE WOULD HAVE HELPED THIS SIT.

Synopsis :

LJ-35 FLC CROSSED RWY 27 HOLD SHORT LINE, STATING DISPLACE THRESHOLD CONDITION DOES NOT REFLECT RWY HOLD MARKINGS WHERE ONE WOULD EXPECT SUCH MARKINGS.

Time

Date : 199912

Day : Sat

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : BWI.Airport

State Reference : MD

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : BWI.Tower

Make Model : B727 Undifferentiated or Other Model

Person / 1

Function.Flight Crew : Second Officer

Experience.Flight Time.Total : 6000

Experience.Flight Time.Last 90 Days : 105

Experience.Flight Time.Type : 1500

ASRS Report : 457053

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Flight Crew : First Officer

Person / 4

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

Narrative :

WE HAD CLRED THE RWY AND WERE GIVEN CLRNC TO TAXI TO PARKING. LANDED RWY 33L AND WERE TAXIING TO CARGO SPOT AB -- JUST BEYOND TXWY J ON TXWY A. WE WERE TAXIING ON TXWY P AND MISSED TURN TO TXWY JUST PRIOR TO RWY 4/22. WE WERE ON RWY 4/22 BEFORE WE REALIZED IT. NO OTHER ACFT WERE INVOLVED AND GND CTL SAID NOTHING. SUSPECT THE TURN FROM TXWY P TO TXWY P JUST BEFORE RWY 4/22 IS NOT MARKED VERY WELL. ALSO DO NOT REMEMBER LIGHTS OR HOLD SHORT LINES SO THEY MAY HAVE BEEN OUT OR FADED. CORRECTIVE ACTION SUGGESTED: LOOK AT THIS INTXN AT NIGHT FROM COCKPIT LEVEL. REBRIEF PLTS THAT THESE EVENTS CAN AND DO HAPPEN. KEEP HEADS UP TILL IN CHOCKS.

Synopsis :

FLC OF A B727 INADVERTENTLY TAXIED ONTO RWY DURING TAXI IN AFTER LNDG DUE TO THE DAWN LIGHTING CONDITIONS AND NOT NOTICING PROMINENT SIGNS AND HOLD SHORT MARKINGS.

Time

Date : 199912

Day : Tue

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : PSP.Airport

State Reference : CA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : PSP.Tower

Make Model : Medium Transport, Low Wing, 2 Turbojet Eng

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 19000

Experience.Flight Time.Last 90 Days : 100

Experience.Flight Time.Type : 90

ASRS Report : 457286

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : Supervisor

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 3

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

Narrative :

CLRED TO TAXI TO RWY 13R, WITH A HOLD SHORT OF RWY 13L. WE WERE DEPARTING THE FBO ON THE SE RAMP BY TXWY B TO TXWY C. TXWY B CROSSES THE END OF RWY 13L, NOT THE ACTUAL RWY. IT IS A CONFUSING SETUP. TXWY C IS WIDER THAN RWY 13L AND LOOKS MORE LIKE A RWY. TXWY B ACTUALLY DOES NOT CROSS RWY 13L. YOU DON'T FEEL LIKE YOU ARE CROSSING A RWY. I BELIEVE SIGNS AND DIFFERENT MARKINGS ARE NEEDED. THE TWR CHIEF TOLD ME THERE HAD BEEN MANY OF THE SAME EVENTS AT THE SAME INTERSECTION IN THE LAST FEW MONTHS. THE CHART DOES NOT CORRECTLY DEPICT THE WIDTH OF TXWY C. IT APPEARS TO BE THE SAME WIDTH AS RWY 13R. THIS IS NOT AN EXCUSE. I AM A PROFESSIONAL AND KNOW IT IS MY RESPONSIBILITY, BUT I DO BELIEVE MORE MARKINGS ARE NEEDED AT THOSE POINTS.

Synopsis :

AN EXPERIENCE CPR PLT, TAXIING AT PSP, FOUND THAT TXWYS C AND B, RELATIVE TO RWY 13L, CAUSED CONFUSION DUE TO THE DIFFERENCES IN THEIR RESPECTIVE WIDTHS AND MARKINGS SIGNAGE.

Time

Date : 199912

Day : Fri

Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : SDF.Airport

State Reference : KY

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.Tower : SDF.Tower

Make Model : DC-8 Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.Tower : SDF.Tower

Make Model : B727 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 4800

Experience.Flight Time.Last 90 Days : 60

Experience.Flight Time.Type : 2000

ASRS Report : 458602

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Second Officer

Person / 4

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 5

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Inflight Encounter : Weather

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

HVY SNOW, DARK, 3 HRS LATE, LOTS OF DISTR. CLRED FOR TKOF WHILE STILL 400 FT FROM DEP END OF RWY. UNABLE TO SEE US. WE HAD TO CANCEL TKOF CLRNC DUE TO A QUESTION ABOUT OUR HOLD-OVER TIME FOR DEICE. I SAID I NEEDED 1 MIN. TWR CANCELED TKOF CLRNC, BUT WE WERE ALREADY PAST ILS HOLD SHORT LINE. I HELD AT THE REGULAR HOLD SHORT LINE AND DID MY BUSINESS. THEN, I SAW A B727 APPEAR ON SHORT FINAL AND HE EXECUTED MISSED APCH -- POSSIBLY BECAUSE WE WERE PAST ILS HOLD SHORT. I DIDN'T KNOW THERE WAS A PLANE ON FINAL AND DIDN'T THINK THAT TWR COULDN'T SEE ME.

Synopsis :

FREIGHTER CREW TAXIES PAST ILS HOLD SHORT LINE RESULTING IN MISSED APCH BY ACFT ON ILS.

Time

Date : 200001

Day : Sat

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : HYL.Airport

State Reference : TX

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : SA-227 AC Metro III

Aircraft / 2

Make Model : Mentor (T-34)

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 5100

Experience.Flight Time.Last 90 Days : 75

Experience.Flight Time.Type : 120

ASRS Report : 459588

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Single Pilot

Events

Anomaly.Other Spatial Deviation : Uncontrolled Traffic Pattern Deviation

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Critical

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 3

Resolutive Action.Flight Crew : Rejected Takeoff

Resolutive Action.Flight Crew : Took Evasive Action

Consequence.Other : Company Review

Consequence.Other : Emotional Trauma

Supplementary

Problem Areas : Aircraft

Problem Areas : Airport

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

ON JAN/XA/00 AT SAN MARCOS, TX, I WAS ENGAGED IN THE FLT TESTING OF A NEW STC FOR THE INSTALLATION OF BRAKES MANUFACTURED BY XYZ ON AN SA-227 WHILE THE ACFT WAS TEMPORARILY IN THE EXPERIMENTAL CATEGORY. TESTING PARAMETERS REQUIRED THAT THE ACFT BE FLOWN ON RWY 12 ILS TO 50 FT ABOVE THE RWY THRESHOLD, LANDED AND STOPPED WITHIN A SPECIFIC DISTANCE. SAN MARCOS IS AN UNCONTROLLED FIELD AND I BROADCASTED ALL ACFT MOVEMENTS BOTH ON THE GND AND IN THE AIR ON THE CTAF FREQ (123.05). PRIOR TO START WE HAD CALCULATED AND CAME TO THE CONCLUSION THAT WE WOULD UTILIZE RWY 26 FOR TKOF. I TAXIED DOWN TO RWY 35 ENROUTE TO RWY 26 AND STATED MY ACTIONS ON CTAF. I STOPPED SHORT OF RWY 26 AND PERFORMED ALL NECESSARY CHECKS. I TAXIED INTO POS AND STATED MY TKOF AND INTENTIONS ON CTAF. A VISUAL CHECK INDICATED A CLR RWY AND I STARTED MY TKOF ROLL. FULL PWR WAS IMMEDIATELY UTILIZED AS TKOF WAS NEAR MGTOW. AT APPROX 100 KTS AND ABOUT 2000 FT INTO MY TKOF ROLL I SAW ANOTHER ACFT ON OPPOSITE END OF THE RWY, RAPIDLY INCREASING IN SIZE. I IMMEDIATELY PULLED THE ENGS INTO FULL REVERSE AND APPLIED MAX BRAKING. I WAS MOVING SLOWLY AND NEARLY AT A FULL STOP WHEN THE OTHER ACFT, A T34, FLEW OVERHEAD AT VERY CLOSE RANGE. I CONTACTED THE T34 AND ASKED HIM WHY HE DID NOT BROADCAST HIS INTENTIONS. HE RESPONDED THAT HE DID AND ASKED ME WHY I HAD NOT BROADCAST MINE, AS HE DID NOT HEAR MY XMISSIONS. I STATED THAT I DID, AND THAT I HAD WITNESSES TO THAT FACT. I WAS PROPERLY SET UP AND BROADCASTING ON FREQ. CONVERSATION WITH ONE OF THE PRINCIPALS AT THE COMPANY INDICATED THAT THEY COULD HEAR THE T34 ON THE END OF RWY 8 (THE PRINCIPAL HAD A HANDHELD RECEIVER). HE STATED THAT MY BROADCASTS BROKE UP AS I APPROACHED RWY 35 DURING TAXI, WHICH AFTER THAT POINT HE COULD NOT HEAR ANY FURTHER XMISSIONS FROM ME. INTERESTINGLY ENOUGH, AFTER TALKING TO TEST PERSONNEL THAT WERE LOCATED NEAR THE MIDPOINT OF THE RWY, THEY STATED THAT THEY COULD ONLY HEAR MY XMISSIONS AND THEY NEVER HEARD ANYTHING FROM THE T34. ONE OTHER CONTRIBUTING FACTOR IS THAT THERE IS SMALL RISE IN THE MIDDLE OF THE ARPT THAT OBSCURES THE VIEW OF THE OPPOSITE END OF THE RWY. THAT IS WHY I WAS NOT ABLE TO SEE THE OTHER ACFT UNTIL I WAS FURTHER DOWN THE RWY. THIS RISE MIGHT ALSO AFFECT THE ABILITY TO XMIT/RECEIVE ON THE CTAF WHILE ON THE GND. THERE SHOULD BE A NOTAM POSTED AT THIS FIELD INDICATING RADIO XMISSIONS/RECEPTION ANOMALIES PRESENT AT THIS ARPT. ACFT MANAGEMENT MIGHT WANT TO CONSIDER THE INSTALLATION OF A LOW WATTAGE RADIO REPEATER AT THE CTR OF THE FIELD TO ALLEVIATE THIS PROB. CALLBACK CONVERSATION WITH THE RPTR REVEALED THE FOLLOWING INFO: RPTR FELT THAT SOMETHING SHOULD BE DONE ABOUT THE SIT BUT HADN'T KNOWN WHERE TO START.

Synopsis :

AN SA227 ABORTS ITS TKOF WHEN A T34 IS NOTED ON TKOF ROLL, OPPOSITE DIRECTION, SAME RWY AT SAN MARCOS, HYI, TX. BOTH ACFT XMITTED TKOF INTENTIONS, NEITHER ONE HEARD THE OTHER.

Time

Date : 200001

Day : Mon

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : YUM.Airport

State Reference : AZ

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : YUM.Tower

Make Model : Super King Air 300

Aircraft / 2

Controlling Facilities.Tower : YUM.Tower

Make Model : Bonanza 35

Aircraft / 3

Controlling Facilities.Tower : YUM.Tower

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 6001

Experience.Flight Time.Last 90 Days : 101

Experience.Flight Time.Type : 1001

ASRS Report : 460250

Person / 2

Function.Controller : Ground

Function.Controller : Local

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Incursion : Runway

Anomaly.Ground Encounters.Other : Departing Aircraft

Anomaly.Conflict : Ground Critical

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.ControllerA : 2

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Assigned Or Threatened Penalties

Consequence.FAA : Investigated

Consequence.FAA : Reviewed Incident With Flight Crew

Consequence.Other : Emotional Trauma

Supplementary

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

Narrative :

THERE WAS NOT MUCH TFC ON THE GND FREQ, AND I ASKED TO TAXI FOR DEP. MY POS WAS ON THE NORTHERN FBO RAMP. THE CTLR ADVISED ME TO TAXI TO RWY 35 VIA TXWY ONTO RWY 17, BACK TAXI TO RWY 35, HOLD SHORT OF RWY 26, CONTACT THE TWR FOR FURTHER TAXI ON RWY 17. I HAD BEEN TO YUM ABOUT A MONTH BEFORE AND SO I GLANCED AT THE ARPT DIAGRAM ON MY COMMERCIAL CHART TO IDENT THE TXWY THAT WOULD START ME ON MY WAY. I ALSO AT THIS TIME LOOKED FOR A PARALLEL TXWY TO RWY 35, TO WHICH THERE IS NONE. AS I CAME UP TO RWY 17, AND MADE THE L TURN TO BEGIN MY BACK TAXI, I OBSERVED ONE OF THE MIL ACFT ROLLING OUT ON A RWY (IT WAS RWY 3). I MADE A MENTAL NOTE THAT THE RWY I WAS TO HOLD SHORT OF, AND I CONTINUED MY TAXI. I THEN SWITCHED TO THE TWR FREQ. ABOUT THE SAME TIME I SWITCHED, I LOOKED OUT MY L WINDOW AND SAW A BONANZA RIGHT OVER MY HEAD WITH THE LNDG GEAR IN THE WELL. MY FIRST THOUGHT WAS 'THAT'S STRANGE, THEY LET ACFT DEPART OVER YOU WHILE YOU ARE TAXIING.' MY NEXT THOUGHT WAS THE REALIZATION OF WHAT I HAD DONE. THE LCL CTLR THEN CALLED AND INQUIRED IN A DEMANDING WAY, 'WEREN'T YOU TOLD TO HOLD SHORT OF RWY 26?' I ADMITTED TO HIM THAT I WAS TOLD THAT, BUT THAT THE ACFT DOWNFIELD HAD CONFUSED ME AND THAT I THOUGHT THAT WAS THE RWY I WAS TO HOLD SHORT OF (RWY 26 IN MY MIND, RWY 3 IN ACTUALITY). OF COURSE, MY MIND WAS NOW A BLUR. I COULD NOT BELIEVE WHAT I HAD JUST DONE. THE DEPARTING BONANZA DID NOT RPT ANYTHING TO THE TWR, SO I ASSUME HE WAS ROTATING ABOUT 1500 FT AWAY AND DID NOT SEE ME. HE CROSSED OVER ME AT ABOUT 50-75 FT AND HIS DEP PROFILE SEEMED NORMAL AND WHEN THE TWR RELEASED HIM, THERE WAS NO DISTURBANCE IN HIS VOICE OR QUESTIONS ASKING WHAT HAD JUST HAPPENED. I THINK HE WAS TOTALLY OBLIVIOUS TO THE INCIDENT. I WAS ASKED TO GO TO A DISCRETE FREQ WHERE ALL MY PLT DATA WAS COLLECTED. I THEN COLLECTED MYSELF AND RESUMED THE FLT. FLYING SINGLE PLT ALL THE TIME, I HAVE TRIED TO DEVELOP GOOD HABITS. I RECEIVE YRLY PROFESSIONAL TRAINING. ONE OF MY HABITS IS TO COMPLETE MY CHKLIST PRIOR TO MOVEMENT SO THAT I MAY FOCUS ALL MY ATTN TO THE ACFT WHEN IT IS MOVING. THE AIRPLANE WAS DEPARTING FROM MY BLIND SPOT AND I WAS TOTALLY SURPRISED AT A THREAT FROM THAT AREA. I SEEMED TO KEY ON THE MIL ACFT ROLLING DOWN RWY 3, BECAUSE IN MY MIND, I FIXATED ON THAT ACFT AND WAS SURE THAT WAS WHERE ANY CONFLICTS WOULD COME FROM. ANOTHER CONTRIBUTING FACTOR WAS THE BACK TAXI ON THE DEPARTING RWY. IT IS VERY RARE AT A CTLED ARPT TO BACK TAXI THE FULL LENGTH OF THE DEPARTING RWY. ADD TO THIS THE FACT THAT THE GND MARKINGS ARE COMPLETELY DIFFERENT ONCE YOU ARE ON A RWY. I HAD ALREADY CROSSED A RWY HOLD BAR, AND SINCE I DID NOT SEE ANOTHER ONE BTWN ME AND WHAT I THOUGHT WAS THE RESTR RWY, I SAW NOTHING THAT MADE ME QUESTION MY LOCATION ON THE ARPT. I THINK IT IS A MATTER OF CONDITIONING, WHENEVER YOU CROSS A RWY YOU SEE THE YELLOW DASHED AND SOLID HOLD LINES AND YOU KNOW YOU ARE XING A RWY. THIS WAS NOT THE CASE FOR ME, I SAW NO YELLOW LINES THAT MAKE YOU SUBCONSCIOUSLY LOOK TWICE. I ALSO WAS THROWN ABACK BY THE ACFT DEPARTING ON RWY 26. IT MAY HAVE BEEN A XWIND WHICH ALLOWED THAT DEP, OR IT MAY HAVE BEEN A FRIENDLY CTLR GRANTING A PLT REQUEST. I WAS NOT GIVEN THE OPTION TO TAXI TO RWY 26, WHICH WOULD HAVE BEEN EQUIDISTANT FROM MY POS, THEREFORE, I COMPLETELY BLOCKED THE RWY 26 LOCATION FROM MY MIND. (I ASSUMED SINCE MIL TFC WAS DEPARTING ON THE MIL RWY, CIVILIAN TFC WOULD BE USING THE SAME RWY I WAS TOLD TO TAXI TO, RWY 35.) HOW TO AVOID IN THE FUTURE: BETTER MARKINGS ON XING RWYS TO HELP IDENT WHERE YOU ARE IN CASE THERE IS SOME CONFUSION. SPECIAL CONSIDERATIONS BY THE TWR PERSONNEL WHEN YOU ARE CONDUCTING NON-INDUSTRY STANDARD TYPE OPS (BACK TAXIING FULL LENGTH). CTLRS ASSIGNING ACFT THE SAME DEP RWYS TO MINIMIZE RWY INCURSIONS. IF THERE HAD BEEN A LAHSO MENTIONED ON THE ATIS, MAYBE I WOULD THEN HAVE LOOKED AT THE ARPT CHART A LITTLE CLOSER TO IDENT THE LAHSO (ALTHOUGH I SEE THIS AS A MINIMAL IMPACT).

Synopsis :

A BE30 PLT, FLYING SINGLE PLT, MISUNDERSTOOD TAXI INSTRUCTIONS AND CROSSED RWY 26 AT YUM IN FRONT OF A DEPARTING BONANZA.

Time

Date : 200001

Day : Sun

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ILG.Airport

State Reference : DE

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : ILG.Tower

Make Model : PA-28 Cherokee/Archer II/Dakota/Pillan/Warrior

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 71.5

Experience.Flight Time.Last 90 Days : 21.5

Experience.Flight Time.Type : 71.5

ASRS Report : 460325

Person / 2

Function.Controller : Local

Person / 6

Function.Other Personnel : Vehicle Driver

Person / 5

Function.Instruction : Instructor

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 2

Resolatory Action.Flight Crew : Exited Adverse Environment

Resolatory Action.Flight Crew : Landed As Precaution

Resolatory Action.Controller : Issued New Clearance

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

I AM A STUDENT PLT. I FLEW TO THE PRACTICE AREA FOR MANEUVERS, AND THEN I HEADED BACK TO THE ARPT WITH THE INTENTION OF PRACTICING TOUCH-AND-GO LNDGS. I RADIOED THE ARPT ON CTL TWR FREQ 126.00. I HAD JUST FINISHED MY DSCNT TO PATTERN ALT ON THE L DOWNWIND FOR RWY 27, WHEN I SUDDENLY ENCOUNTERED STRONG TURB. MY HEAD SLAMMED UP AGAINST THE CEILING, WHICH KNOCKED MY HEADSET PARTLY OFF. THIS OCCURRED EVEN THOUGH I HAD MY SHOULDER HARNESS AND LAP BELT FASTENED LOW AND TIGHT. I RECOVERED QUICKLY AND RESTORED THE PLANE TO STRAIGHT AND LEVEL FLT. THE TURB SUBSIDED. AT THAT POINT, I NOTICED AN EMER ALARM SOUNDING IN MY EARS. I IMMEDIATELY THOUGHT THAT MY AIRPLANE'S ELT MUST HAVE BEEN ACTIVATED BY THE TURB. ALTHOUGH THE ALARM WAS LOUD AND INTERFERING, I WAS ABLE TO MAINTAIN RADIO COMS WITH TWR. I RECEIVED LNDG INSTRUCTIONS. TWR COMS WERE BUSY, AND I DECIDED I SHOULD NOT TAKE TIME TO MAKE ANY COMMENT CONCERNING THE ELT. AFTER TOUCHDOWN, I EXITED RWY 27 AT THE VERY FIRST INTXN. I STOPPED THE AIRPLANE AND COMPLETED MY AFTER LNDG CHKLST. THE ELT ALARM WAS SOUNDING MUCH LOUDER IN MY EARS AFTER I GOT ON THE GND, AND I COULD NOT SEEM TO HEAR ANY RADIO COMS. I DECIDED TO SWITCH TO GND CTL FREQ 121.70 HOPING THAT I COULD GET TAXI INSTRUCTIONS. THE ELT ALARM WAS EVEN LOUDER IN MY EARS. I MADE 2 XMISSIONS ATTEMPTING TO GET TAXI INSTRUCTIONS. I COULDN'T HEAR ANY COHERENT RESPONSES TO MY COMS OTHER THAN LOW STATIC RUMBLING AND AN OCCASIONAL BROKEN WORD OR TWO IN THE BACKGND. I DECIDED THAT THE SIT WAS UNSAFE, AND THAT I SHOULD TAKE SOME ACTION TO CLR THE AREA SAFELY. I BEGAN TO TAXI WHEN I HEARD SOME STATIC RUMBLING AND BROKEN WORDS UNDER THE ELT ALARM SOUND. I STOPPED THE ACFT AND XMITTED AGAIN ON 121.70, SAYING I WAS UNABLE TO COPY ANY VOICE XMISSION. I REALIZE NOW THAT I SHOULD NOT HAVE TAXIED WITHOUT CLRLY UNDERSTOOD INSTRUCTIONS. I ASSUMED THAT ANYONE ELSE WAS HEARING THE SAME LOUD ALARM I WAS HEARING, AND THAT THEY UNDERSTOOD MY AIRPLANE WAS THE SOURCE. I LOOKED UP AT THE TWR WINDOWS FOR A FEW MOMENTS, AND DECIDED ONCE AGAIN THAT THIS WAS AN EMER, THAT I SHOULD CLR THE AREA SAFELY AS I COULD. EVEN THOUGH I HAD BEEN TRAINED TO LOOK FOR LIGHT SIGNALS IN THE EVENT OF RADIO COMS FAILURE, I MISTAKENLY FAILED TO EQUATE THIS SIT WITH A 'RADIO OUT' SIT. I DIDN'T SEE ANY LIGHT SIGNALS, BUT I HAVE TO CONFESS THAT I ALSO FORGOT TO LOOK FOR THEM. I WAS CONCERNED THAT MY PRESENCE ON THE ARPT WITH AN ACTIVE ELT CONSTITUTED A DANGER TO OTHERS. THE MAIN THOUGHT IN MY MIND WAS THAT I SHOULD TAXI BACK TO THE FBO SO SOMEONE COULD DEACTIVATE THE XMITTER. I TAXIED TO THE HOLD SHORT LINE AT RWY 1/19 WHILE I LOOKED FOR TFC. I SAW NO TFC, SO I TAXIED ACROSS RWY 1/19 AND CONTINUED TOWARDS RWY 14/32. AT THAT POINT, AN ARPT SAFETY VEHICLE SUDDENLY APPEARED ON MY L WINGTIP WITH LIGHTS FLASHING. I ALSO HEARD THE FIRST CLR RADIO XMISSION SINCE I HAD LANDED, WITH A VOICE SAYING CLRLY ABOVE THE SOUND OF THE ELT ALARM 'STOP THE AIRPLANE!' THE SAFETY VEHICLE PULLED IN FRONT OF ME, WAVING WITH A GESTURE THAT SAID 'FOLLOW ME.' I FOLLOWED THE VEHICLE ACROSS RWY 14/32. AT POINT, THE VEHICLE GESTURED FOR ME TO CONTINUE TO THE FBO. I PARKED THE AIRPLANE, AND I WAS IMMEDIATELY JOINED BY A MECH, AS WELL AS THE ARPT SAFETY OFFICER. THE MECH VERIFIED THE ELT HAD BEEN ACTIVATED. THE SAFETY OFFICER ASKED ME TO DESCRIBE WHAT HAD HAPPENED. HE THEN ASKED ME TO GIVE TWR A PHONE CALL. MY FLT INSTRUCTOR SAID HE COULD SEE THE ELT LYING ON THE FLOOR. BACK IN THE FBO, MY FLT INSTRUCTOR CALLED TWR AND TALKED WITH THE CTLR. MY FLT INSTRUCTOR THEN SAID I HAD COMMITTED A RWY INCURSION AND GAVE ME THE PHONE. I WAS VERY SURPRISED TO BE TOLD THAT I HAD COMMITTED THIS VIOLATION. THE CTLR GAVE ME A STERN LECTURE. HE TOLD ME THAT I SHOULD HAVE TUNED MY RADIO BACK TO TWR FREQ 126.00, WHERE I MIGHT HAVE BEEN SUCCESSFUL IN GETTING TAXI INSTRUCTIONS, OR I SHOULD HAVE WAITED FOR LIGHT SIGNALS, OR FOR A SAFETY VEHICLE TO COME TO MY LOCATION ON THE TXWY. I SPENT MORE TIME TALKING WITH MY FLT INSTRUCTOR ABOUT WHAT I SHOULD HAVE DONE TO DEAL WITH THE SIT SAFELY AND PROPERLY. I SHOULD HAVE REALIZED THAT THIS SIT CALLED FOR ME TO FOLLOW THE STANDARD 'RADIO OUT' PROCS I HAD BEEN TAUGHT FOR COMMUNICATING VIA LIGHT SIGNALS. I NOW UNDERSTAND THAT A SMALL AIRPLANE PARKED ON A WIDE TXWY DOES NOT CONSTITUTE NEARLY SO GREAT A DANGER AS THE SAME SMALL AIRPLANE IF IT TAXIES WITHOUT PROPER COMS AND CLRNC.

Synopsis :

PA28 STUDENT PLT ENCOUNTERS TURB IN TFC PATTERN ACTIVATING ONBOARD ELT. AFTER LNDG, WITH THE INTERFERING ELT ALARM, PLT CROSSES RWY WITHOUT CLRNC. ARPT VEHICLE INTERVENES, GUIDING ACFT TO FBO WHERE INCIDENT IS REVIEWED WITH SAFETY OFFICER AND INSTRUCTOR.

Time

Date : 200001

Day : Mon

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : PVD.Airport

State Reference : RI

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : PVD.Tower

Make Model : B737-300

Aircraft / 2

Controlling Facilities.Tower : PVD.Tower

Make Model : B737-300

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 9000

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 4000

ASRS Report : 460523

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 20000

Experience.Flight Time.Last 90 Days : 255

Experience.Flight Time.Type : 13000

ASRS Report : 460524

Person / 3

Function.Controller : Ground

Person / 4

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Less Severe

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 3

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Controller : Separated Traffic

Consequence.FAA : Assigned Or Threatened Penalties

Supplementary

Problem Areas : Airport

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

I WAS THE FO ON FLT ABCD, PVD-BWI ON JAN/XA/00. AFTER PUSHBACK I CALLED GND FOR TAXI. WE RECEIVED TAXI INSTRUCTIONS WE READ BACK AND UNDERSTOOD. THE CAPT REVIEWED HIS TAXI CHART AND WE PROCEEDED TO THE ACTIVE RWY. DURING THE TAXI THE CAPT STOPPED THE AIRPLANE SHORT OF AND WELL CLR OF RWY 34 WHEN IT BECAME APPARENT TO US WE HAD MISSED OUR TURN. TWR CALLED US AND ASKED IF WE WERE PAST THE HOLD LINE. WE DID SEE THE RWY LIGHTS WHICH IS WHY WE STOPPED BUT COULD NOT SEE THE HOLD LINE. I REPLIED 'WE MUST BE ON TOP OF IT.' TWR ISSUED A GO AROUND TO COMPANY TFC ON A DISTANT FINAL. HE THEN CLRED US ONTO THE RWY AND BACK TO OUR TXWY. WE APOLOGIZED AND HE COMMENTED IT HAPPENS ALL THE TIME RIGHT THERE. WE DEPARTED WITHOUT FURTHER INCIDENT. AFTER REVIEWING OUR TAXI, WE COULD HAVE BEEN HELPED IMMENSELY BY EITHER LIGHTED TXWY SIGNS, LIGHTED HOLD SHORT LINES, WIG-WAG LIGHTS, OR TXWY CTRLINE LIGHTS. ANY OR ALL OF THESE, I BELIEVE, WOULD CONTRIBUTE GREATLY TO SAFETY OF ALL WHO USE PVD. SUPPLEMENTAL INFO FROM ACN 460524: THE TAXI INSTRUCTIONS WERE TO TAXI TO RWY 34 VIA TXWY TANGO, TXWY TANGO 1, TXWY CHARLIE, TXWY KILO, TXWY KILO 1 FOR BACK TAXI ON RWY 34. I HAD MY TAXI CHART IN FRONT OF ME AS I WAS TAXIING OUT. IT WAS DARK AND THE TAXI LIGHT WAS ON AS I TAXIED. I INADVERTENTLY PASSED TXWY K BECAUSE I DIDN'T SEE IT ON MY R. WHEN I DID SEE IT I SAW THAT I HAD PASSED IT SO I IMMEDIATELY STOPPED SHORT OF RWY 34. AT THIS POINT GND CTL TOLD US WE HAD GONE THE WRONG WAY AND ASKED US IF WE HAD PASSED THE HOLD LINE FOR RWY 34. THE NOSE WAS WELL SHORT OF THE RWY EDGE BUT I COULDN'T SEE THE HOLD LINE SO WE TOLD GND WE MUST BE RIGHT ON TOP OF IT BECAUSE WE DIDN'T WANT TO JEOPARDIZE ANOTHER ACFT. WE WERE THEN INSTRUCTED TO TAXI ONTO RWY 34 , TURN R ON RWY 23L AND TAXI VIA TXWY K TO RWY 34. THE GND CTLR TOLD US ON THE RADIO THAT WE WERE NOT THE FIRST ONES THAT THIS HAD HAPPENED TO AND THAT THEY HAD A SERIOUS SIGN PROB AND TXWY LAYOUT PROB AT THE PVD ARPT.

Synopsis :

A B737-300 CREW RPTD THAT THE INADEQUATE SIGNAGE AND TXWY PAINTING AT PVD CONTRIBUTED TO A POSSIBLE RWY INCURSION ON RWY 34.

Time

Date : 200001

Day : Sun

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : PBI.Airport

State Reference : FL

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : PBI.Tower

Make Model : M-20 J (201)

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 550

Experience.Flight Time.Last 90 Days : 25

Experience.Flight Time.Type : 300

ASRS Report : 460626

Person / 2

Function.Controller : Ground

Function.Controller : Non Radar

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Reviewed Incident With Flight Crew

Situations

Aircraft.Make Model.Value : 632.27

Supplementary

Problem Areas : Airport

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

AT XA50 WAS GIVEN CLEARANCE TAXI RWY 9L, WAS GIVEN PROGRESSIVE TAXI INSTRUCTIONS, THEN TOLD TO TAXI END OF TAXIWAY R RUNUP AREA. FOLLOWING INSTRUCTIONS THERE APPEARED TO BE A RUNUP AREA AFTER HAVING CROSSED WHAT APPEARED TO BE BLACK PAINTED OVER RWY HOLD BAR. RWY 9L WAS CLEARLY OVER 100 YARDS AWAY 'NORTH'. AFTER MY RUNUP I CONTACTED TOWER AND WAS CLEARED RWY 9R DEPARTURE. AFTER TURNING THE PLANE 120 DEGREES R I DISCOVERED MY RUNUP WAS ACTUALLY DONE ON RUNWAY 9R. I DID NOT OBSERVE ANY SIGNAGE FROM TAXIWAY R OF RWY 9R AND ONLY OBSERVED GROUND MARKINGS FOR RWY 9R. WHILE I WAS NOT NOTIFIED BY GROUND OR TOWER OF MY INCURSION THERE ARE SIGNIFICANT SAFETY CONCERNS OF GROUND INSTRUCTIONS, FIELD OBSERVATION BY TOWER, SIGNAGE, AND MARKING OF RWY 9R FROM TAXIWAY R. NO OTHER AIRCRAFT WERE USING 9R.

Synopsis :

MOONEY PLT INCURS RWY APT PBI.

Time

Date : 200002

Day : Sun

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : SFB.Airport

State Reference : FL

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : SFB.Tower

Make Model : Beech Jet 400

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 7400

Experience.Flight Time.Last 90 Days : 70

Experience.Flight Time.Type : 500

ASRS Report : 762582

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Exited Adverse Environment

Resolatory Action.Controller : Issued Advisory

Resolatory Action.Controller : Issued New Clearance

Consequence.FAA : Investigated

Supplementary

Problem Areas : Airport

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

AFTER RECEIVING CLRNC AND TAXI INSTRUCTIONS (TXWY K/B TO TXWY B3 FOR RWY 27R DEP) I INADVERTENTLY TURNED R ONTO THE OVERRUN FOR RWY 27C. AFTER MAKING THE TURN, I NOTICED THE CHEVRONS AND IMMEDIATELY CALLED GND CTL TO CLARIFY AND ASK FOR FURTHER INSTRUCTIONS. I WAS TOLD TO MAKE A 180 DEG TURN. I FOLLOWED THE INSTRUCTIONS, GOT ON THE PROPER TXWYS. ON THE CONTINUED TAXI, I WAS ASKED TO CALL THE TWR WHEN REACHING DEST. I CALLED FROM THE AIRPLANE WHILE STILL ON THE GND. THE PERSON IN CHARGE RETURNED MY CALL LATER TO TELL ME THAT WHAT HAPPENED WOULD BE RECORDED ONLY AS TO WHAT HAPPENED. THERE WAS NEVER A SEPARATION ISSUE (AS TO OTHER TFC) AND I DID NOT ACTUALLY TAXI ONTO AN ACTIVE RWY, ONLY THE DISPLACED THRESHOLD. WE ALSO DISCUSSED HOW POORLY MARKED THE DISPLACED THRESHOLD IS. THERE HAS BEEN AND IS ONGOING CONSTRUCTION IN THIS AREA OF SFB. MANY TAXI AREAS ARE POORLY PAINTED OR NOT PAINTED AT ALL. I BELIEVE THIS NEEDS TO BE ADDRESSED WITH SFB ARPT AUTH.

Synopsis :

BE40 RPTR RWY INCURSION SFB. RPTR CITES CONSTRUCTION ZONES WITH POORLY MARKED, POORLY SIGNED TAXI ROUTING AND OR INSTRUCTIONS.

Time

Date : 200002

Day : Thu

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : POU.Airport

State Reference : NY

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : POU.Tower

Make Model : Beech 1900

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 2500

Experience.Flight Time.Last 90 Days : 220

Experience.Flight Time.Type : 400

ASRS Report : 464310

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 3

Resolatory Action.None Taken : Anomaly Accepted

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

Narrative :

ON FEB/XA/00, I, THE CAPT OF A BE1900D FOR ACR, WAS TAXIING AT DUTCHESS COUNTY ARPT ON TXWY A TO RWY 6. AS I WAS TAXIING, I PERCEIVED THE HOLD SHORT LINE TO BE FURTHER UP THE TXWY THAN IT ACTUALLY WAS. DUE TO THE FACT THAT THE LINE WAS PAINTED OVER AND MOVED BACK. THE HOLD SHORT LINE WAS NOT BRIGHTLY MARKED DUE TO WEAR. JUST AS I CROSSED THE HOLD SHORT LINE, TWR CTLR ADVISED ME THAT I HAD CROSSED IT. HE THEN STATED THAT MANY OTHER ACFT HAD MISTAKEN THE LOCATION OF THE HOLD SHORT LINE. AT THAT TIME I STOPPED THE ACFT WITHOUT INCIDENT AND PROCEEDED TO TELL THE TWR CTLR THAT I PERCEIVED THE HOLD SHORT LINE TO BE FURTHER UP THAN IT WAS. HE THEN TOLD ME TO MAKE NOTE OF ITS LOCATION AND THEN CLRED THE FLT FOR TKOF WITHOUT INCIDENT. I FULLY UNDERSTAND THE IMPORTANCE OF THE SIT AND FELT IT WAS NECESSARY TO MAKE THIS RPT. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATED THAT HE HAD FLOWN INTO THE ARPT AND USED THE SAME TXWY AGAIN, NOTICING THIS TIME THAT THE HOLD SHORT LINE WAS MORE NOTICEABLE AND THAT THERE WAS A HOLD SHORT LINE SIGN FOR RWY 6 ON THE L SIDE OF THE RWY. HE STATED THAT SINCE THE HOLD SHORT LINE WAS FURTHER BACK DOWN THE TXWY FROM THE TURN IN TO THE RWY, HE WAS NOT EXPECTING IT THAT SOON PRIOR TO THE RWY. HE BELIEVES THAT THE HOLD SHORT LINE PLACEMENT LOCATION IS FOR CONSIDERATION OF POSSIBLE ILS INTERFERENCE. HE ADVISED THAT BOTH HE AND HIS FO WERE GOING THROUGH THE PRE-TKOF CHECKLIST AND WERE NOT LOOKING FOR IT THAT SOON PRIOR TO THE RWY. HE FURTHER STATED THAT HE THOUGHT THAT THE TWR CTLR WAS REFERENCING THE PRIVATE LESS EXPERIENCED PLTS IN REMARKING ABOUT OTHERS HAVE ALSO OVERSHOT THE HOLD LINE AND THEREFORE, DID NOT EXPECT HIM AS A PROFESSIONAL ACR PLT TO MAKE THE SAME MISTAKE.

Synopsis :

FLC OF A BEECH 1900 PASSED THE HOLD SHORT LINE DURING TAXI FOR TKOF DUE TO THE HOLD SHORT LINE WAS HARD TO SEE AND ITS NEW LOCATION FURTHER BACK DOWN THE TXWY FROM THE RWY.

Time

Date : 200002

Day : Mon

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : MDW.Airport

State Reference : IL

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : MDW.Tower

Make Model : B737 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 6500

Experience.Flight Time.Last 90 Days : 180

Experience.Flight Time.Type : 3500

ASRS Report : 464338

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Exited Adverse Environment

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

Narrative :

WHILE TAXIING FOR TKOF AT MIDWAY ARPT IT IS POSSIBLE I COULD HAVE CROSSED THE HOLD SHORT LINE ON RWY 22. IT WAS VERY DARK AND THE HOLD SHORT LINE WAS DIFFICULT TO SEE. IF I DID CROSS THE LINE I DON'T BELIEVE I COMPLETELY CROSSED IT. AT NO TIME DID I COME CLOSE TO ENTERING THE RWY. I BELIEVE THIS WAS CAUSED BY TWO ELEMENTS. FIRST, IT WAS VERY DARK AND THE LINE WAS DIFFICULT TO SEE. SECOND, THE TXWY CURVES AT THE END AND MEETS THE RWY END. AT OTHER ARPTS THE HOLD SHORT LINE IS JUST PRIOR TO THE RWY. AT MIDWAY ON RWY 22 THE HOLD SHORT IS PRIOR TO THE TURN. THIS COULD CAUSE CONFUSION.

Synopsis :

MLG TAXI FOR TKOF POSSIBLE RWY INCURSION AT MDW.

Time

Date : 200003
Day : Mon
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : STL.Airport
State Reference : MO
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : STL.Tower
Make Model : B727-200

Aircraft / 2

Controlling Facilities.Tower : STL.Tower
Make Model : B757-200

Aircraft / 3

Controlling Facilities.Tower : STL.Tower
Make Model : B737 Undifferentiated or Other Model

Aircraft / 4

Controlling Facilities.Tower : STL.Tower
Make Model : ATR 72

Aircraft / 5

Controlling Facilities.Tower : STL.Tower
Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 13000
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Type : 5000
ASRS Report : 465927

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Second Officer

Person / 4

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 6

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 7

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 5

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 8

Function.Controller : Ground

Events

Anomaly.Incursion : Runway
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 8
Resolatory Action.None Taken : Detected After The Fact
Consequence.Other : Company Review

Supplementary

Problem Areas : Airport
Problem Areas : ATC Facility
Problem Areas : ATC Human Performance
Problem Areas : FAA
Problem Areas : Flight Crew Human Performance

Narrative :

CHAIN OF EVENTS: I'M A CAPT ON A SCHEDULED COMMERCIAL ACFT B727. TAXIING OUT OF STL FOR DEP. ISSUED AND RECEIVED A HOLD SHORT CLRNC FOR RWY 12R, AN ACTIVE TKOF AND LNDG RWY. HOLDING SHORT #2, THEY CLRED THE #1 ACFT TO CROSS RWY 12R. WE ARE NOW #1 TO CROSS ALONG WITH ANOTHER ACFT APPROX 3 TXWYS DOWN. WE RESPONDED WITH A FULL READBACK INCLUDING CALL SIGN TO EXPEDITE ACROSS RWY 12R ALONG WITH THE OTHER ACFT HOLDING SHORT PARALLEL WITH US. STL TWR DOES THIS COMMONLY, TAXI NUMEROUS ACFT ACROSS AN ACTIVE RWY AT THE SAME TIME. AS WE PROCEEDED ACROSS RWY 12R WITH MODERATE TO EXCESSIVE PWR, THE OTHER ACFT HOLDING SHORT WAS ALSO XING. SIMULTANEOUSLY AN ACFT WAS TAXIING INTO POS BUT USING A DIFFERENT FREQ (TWR). AT ONE POINT THERE WERE 3 ACFT ON THE RWY AT THE SAME TIME, WITH ANOTHER ON SHORT FINAL, THAT ACFT EXECUTING A GAR. WHILE WE WERE HOLDING SHORT WITH THE OTHER ACFT ON A PARALLEL TXWY AWAITING OUR XING CLRNC WE RESPONDED TO A GARBLED CALL SIGN THAT INCLUDED ONE OF OUR NUMBERS BUT CLRLY STATED TO EXPEDITE THE XING. WE THOUGHT THE TWR CALLED 2 ACFT AT THE SAME TIME TO EXPEDITE ACROSS THE RWY. WE RESPONDED WITH FULL READBACK WITH NO CORRECTION FROM THE TWR. I CONFIRMED WITH THE FO WHO SAID BACK 'CLRED TO CROSS QUICKLY!' WHICH WE DID. AFTER ARRIVING BACK AT THE DEST WE RECEIVED A CALL FROM STL TWR THAT THEY NEVER ISSUED A XING CLRNC TO US, ONLY ISSUED A CLRNC FOR THE OTHER ACFT HOLDING SHORT. WE QUESTIONED WHY THEY DIDN'T CORRECT OUR READBACK. THEY SAID ONE WAS NEVER RECEIVED, THEREFORE COULD NOT CORRECT IT. WE STILL BELIEVE WE HEARD OUR NUMBER, AT LEAST PARTIALLY. FACTORS THAT LED TO THIS EVENT, OR PROCS THAT LED TO THE EVENT: 1) STL TWR AND GND USING SEPARATE FREQS TO CTL ACFT ON THE SAME ACTIVE RWY. THIS DIFFERS FROM MOST ARPTS WHERE 'TWR' CTLS ACFT FOR TKOF, LNDG AND RWY XING. GND CTL DURING THIS INCIDENT WAS VERY BUSY WITH A LOT OF RADIO ACTIVITY. TWR CTL IS USUALLY MUCH QUIETER WHICH WOULD HELP IN THIS TYPE OF SIT. WITH LESS TALK ON THE FREQ, LISTENING TO AN IMPORTANT RWY XING CLRNC WOULD NOT GET CONFUSED WITH SOMEONE RECEIVING A CLRNC TO TAXI OUT A RAMP AREA. 2) THE FACTOR THAT DIFFERENT MAJOR TFC ARPTS CAN OPERATE IN DIFFERENT MANNERS. A STANDARDIZATION BETWEEN ARPTS ON WHO CTLS WHAT PIECE OF ASPHALT WOULD HELP TREMENDOUSLY. 3) DIFFERENT PWR OUTPUT OF RADIOS? DO NEWER ACFT HAVE GREATER SIGNAL OUTPUT THAN OLDER ACFT? I WAS FLYING A B727 AND MY XMISSION WAS COVERED BY AN ATR72. BEING MUCH NEWER TECHNOLOGY, IS HIS RADIO STRONGER AND CLEARER THAN MINE? FOOD FOR THOUGHT. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: CAPT THINKS STL IS TRYING TO HANDLE TOO MUCH TFC. HE FLEW THE SAME TRIP THE NEXT WEEK, BUT WAS ABOUT 2 HOURS LATE. THE REDUCED TFC MADE THE OP MUCH MORE COMFORTABLE. HE ATTRIBUTES THE RWY CONFING FOR MUCH OF THE CTLR WORKLOAD.

Synopsis :

B727 HAD RWY INCURSION ON RWY 12R AT STL.

Time

Date : 200003

Day : Mon

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : STL.Airport

State Reference : MO

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : STL.Tower

Make Model : B727 Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.Tower : STL.Tower

Make Model : Commercial Fixed Wing

Aircraft / 3

Controlling Facilities.Tower : STL.Tower

Make Model : Commercial Fixed Wing

Aircraft / 4

Controlling Facilities.Tower : STL.Tower

Make Model : B727-200

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 7000

Experience.Flight Time.Last 90 Days : 220

Experience.Flight Time.Type : 500

ASRS Report : 465931

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Second Officer

Person / 4

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 6

Function.Controller : Ground

Person / 7

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 5

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Airport

Problem Areas : ATC Facility

Problem Areas : ATC Human Performance

Problem Areas : FAA

Problem Areas : Flight Crew Human Performance

Narrative :

DURING TAXI OUT AT STL WE WERE GIVEN INSTRUCTIONS TO TAXI TO RWY 12L VIA TXWY D AND TXWY C TO CROSS RWY 12R AND HOLD SHORT OF RWY 12L. AS THE NOSE OF THE ACFT CROSSES THE HOLD SHORT LINE OF RWY 12R ABOUT 6 FT, WE WERE GIVEN NEW INSTRUCTIONS TO STOP IMMEDIATELY. THERE WAS A B727 IN POS ON RWY 12R BUT HAD NOT BEEN GIVEN TKOF INSTRUCTIONS BECAUSE THERE WERE ACFT XING RWY 12R DOWN AT TXWY R AND TXWY S THAT HAD LANDED ON RWY 12L. THERE WERE SEVERAL ACFT WITH SIMILAR CLRNCS THAT HAD CHANGED SEVERAL TIMES. THIS LED TO SOME CONFUSION ON OUR PART!

Synopsis :

B727 HAD RWY INCURSION ON RWY 12L AT STL.

Time

Date : 200003
Day : Tue
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : STL.Airport
State Reference : MO
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : STL.Tower
Make Model : B737-200

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 10000
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Type : 3000
ASRS Report : 465940

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Ground

Events

Anomaly.Incursion : Runway
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolutory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Airport
Problem Areas : ATC Human Performance
Problem Areas : FAA
Problem Areas : Flight Crew Human Performance

Narrative :

TAXI CLRNC WAS 'TAXI VIA RWY 6. HOLD SHORT OF RWY 12L.' RWY 6 DOES NOT ACTUALLY INTERSECT RWY 12L, BUT DOES INTERSECT THE APCH LIGHTS OF RWY 12L. I WAS NOT PAYING CLOSE ENOUGH ATTENTION AND INADVERTENTLY WENT BEYOND THE HOLD SHORT LINE ABOUT A PLANE LENGTH. I DISCOVERED THIS AS I CROSSED THE LINE AND THE FO WAS TELLING ME OF THAT FACT. THE APCH PATH WAS CLR, AS RWY 12L WAS BEING USED FOR DEPS. SO AS FAR AS I KNOW THERE WAS NO CONFLICT. TWR SUBSEQUENTLY MANEUVERED US TO THE OTHER SIDE SO WE WERE LEGAL AGAIN. IT IS A SLIGHTLY DIFFERENT THAN NORMAL SIT TO TAXI VIA A RWY TO HOLD SHORT OF THE APCH PATH, BUT I HAVE LEARNED TO BE EXTRA VIGILANT NOW WHEN THINGS ARE ABNORMAL.

Synopsis :

B737 CREW HAD A RWY INCURSION ON RWY 12L AT STL.

Time

Date : 200003

Day : Sun

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : STL.Airport

State Reference : MO

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : STL.Tower

Make Model : B737 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 6400

Experience.Flight Time.Last 90 Days : 70

Experience.Flight Time.Type : 130

ASRS Report : 466098

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 2

Resolutive Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

Narrative :

RECLRED FROM RWY 12R TO RWY 12L. INFORMED STL TWR THAT WE NEEDED ANOTHER MINUTE FOR #1 ENG TO WARM UP AND TO COMPLETE CHECKLISTS. TWR CLRS US TO TAXI L ON TXWY P, R ONTO RWY 6 AND ADVISE WHEN READY FOR TKOF ON RWY 12L. MY FO ADVISES ME THAT I HAD CROSSED A HOLD SHORT LINE (LOCATED ON RWY 6/24) BY 10 FT. I DID NOT EXPECT OR NOTICE THE HOLD SHORT LINE. NO CONFLICTS CREATED. REST OF FLT UNEVENTFUL. CALLBACK CONVERSATION REVEALED THE FOLLOWING INFO: RPTR VERIFIED THAT THE TAXI INSTRUCTIONS WERE THE RESULT OF A NEW RWY ASSIGNMENT. AS THE CAPT WAS TAXIING FROM THE GATE, HE EXPECTED A LONGER TAXI TO RWY 12R. WHEN HE RECEIVED THE AMENDED INSTRUCTIONS, HE ONLY HAD ONE ENG STARTED AND STATED TO THE CTLR THAT HE NEEDED MORE TIME IN ORDER TO START THE OTHER ENG AND RUN THROUGH CHECKLISTS. HIS IMPRESSION WAS THAT THE CTLR WAS TRYING TO DO HIM A FAVOR BY GETTING HIM OUT SOONER. PREOCCUPIED WITH THE CHECKLISTS AS HE TAXIED DOWN RWY 6 IN PREPARATION TO DEPART ON RWY 12L, HE CROSSED THE HOLD SHORT LINES. NEVER HAVING SEEN THE LINES, HE COULD NOT DESCRIBE WHERE THEY WERE OR HOW THEY WERE PAINTED. HE STATED THAT HIS EXPERIENCED FO SAW THEM ONLY AFTER HAVING CROSSED OVER THEM. SINCE THE CAPT SAW NO OTHER CUES, HE HAD SET HIS OWN PERSONAL LIMIT OF WHERE HE WOULD STOP ON RWY 6 IN ORDER TO KEEP CLR OF THE EXTENDED CTRLINE OF RWY 12L. ACCORDING TO THE FO, THE CAPT'S PERSONAL LIMIT WAS TEN FT BEYOND WHERE THE PAINTED HOLD SHORT LINES WERE PLACED. THE RPTR CALLED THE STL TWR SUPVR THE NEXT DAY AND FOUND OUT THAT THERE WERE, INDEED, HOLD SHORT LINES FOR RWY 12L PAINTED ON RWY 6. THE SUPVR INDICATED THAT THE ARPT HAD PAINTED THE LINES ON THEIR OWN NEAR THE INTERSECTION OF TXWY P. CALLBACK CONVERSATION WITH AIRFIELD ADMINISTRATOR REVEALED THE FOLLOWING INFO: IN COMPLIANCE WITH A NEW FAA AC, STL CONVERTED THEIR STRIPING (LAST SUMMER) TO 12 INCH WIDE DOUBLE YELLOW STRIPES OUTLINED IN BLACK. SUCH HOLD SHORT LINES ARE PAINTED ON RWY 6, EXACTLY 285 FT FROM THE CTRLINE OF RWY 12L. FURTHER, SINCE THE TXWYS AT STL ARE BETWEEN 150 AND 200 FT WIDE, THERE ARE HOLD SHORT SIGNS PLACED ON BOTH SIDES OF RWY 6 DEPICTED FOR RWY 12L. STL INTERPRETED THE MEANING OF THE FAA'S NEW STANDARDS TO INCLUDE HOLD SHORT LINES ON RWYS IN THOSE INSTANCES WHERE RWYS ARE 'NORMALLY USED FOR TAXI.' HE STATED THAT NOT ALL ARPTS INTERPRET THE NEW AC IN THIS MANNER AND THAT GA PLTS HAVE SEEMED ESPECIALLY CONFUSED BY THE APPEARANCE OF HOLD SHORT LINES ON RWYS.

Synopsis :

A B737 CAPT, TAXIING AT STL, WAS TOLD TO TURN R ONTO RWY 6, TAXI TO RWY 12L, AND ADVISE WHEN READY FOR DEP. HIS FO NOTICED THAT HE CROSSED HOLD SHORT LINES, APPARENTLY PLACED ON RWY 6, FOR USE WHEN RWY 12L IS THE ACTIVE.

Time

Date : 200003
Day : Mon
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : EWR.Airport
State Reference : NJ
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : EWR.Tower
Make Model : B737 Undifferentiated or Other Model

Person / 1

Function.Instruction : Instructor
Function.Controller : Combined Local
ASRS Report : 466147

Person / 2

Function.Instruction : Trainee
Function.Controller : Combined Local

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Oversight : Airport Manager
Function.Other Personnel : Vehicle Driver

Events

Anomaly.Incursion : Runway
Anomaly.Conflict : Ground Less Severe
Anomaly.Non Adherence : Company Policies
Independent Detector.Other.ControllerA : 1
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : ATC Facility
Problem Areas : Navigational Facility

Narrative :

I WAS TRAINING A DEVELOPMENTAL ON LCL. HE CLRED ACR X FOR TKOF. I OBSERVED A VEHICLE XING THE DEPARTURE RWY 04L DOWNFIELD WITHOUT PERMISSION. I CANCELED ACR X TKOF. NO REPLY. I CANCELED TKOF AGAIN. NO REPLY. VEHICLE WAS NOW ON THE OTHER SIDE OF RWY 04L AND ACR X CONTINUED TKOF ROLL. ACR X NEVER HEARD ME IT SEEMED. NEWARK HAS KNOWN ABOUT THIS DEAD SPOT IN XMISSIONS FOR OVER A YEAR. A STATEMENT ON OUR ATIS EVEN ADVISES ACFT TO USE UPPER ANTENNAE. EVERY DAY WE HAVE ACFT, MOSTLY B737, THAT NEVER ACKNOWLEDGE A TKOF CLRNC, BUT ROLL. WE CAN'T HEAR THEM AT TIMES AND THEY CANNOT HEAR US AT TIMES. THIS FREQ PROB CAN SOON LEAD TO MAJOR LOSS OF SEPARATION. I DO NOT KNOW IF AF IS GOING TO EVER FIX THIS PROB OR NOT. WE EVEN LOG IN THE DAILY LOG EVERY ACFT THAT TAKES OFF WITHOUT US EVER HEARING AN ACKNOWLEDGEMENT. I OBSERVED THIS SIT IN TIME TO CANCEL THE ACFT'S TKOF SAFELY, BUT DUE TO THIS EQUIP PROB, I WAS NOT ABLE TO DO MY JOB. LUCKILY THEY MISSED THIS TIME SINCE THE VEHICLE WAS FAR DOWN THE DEPARTURE RWY AND WAS ACROSS THE RWY IN NO TIME (APPROX 7000 FT AWAY). THIS PROB NEEDS TO BE ADDRESSED AS SO ON AS POSSIBLE BEFORE THERE IS A MAJOR LOSS OF SEPARATION.

Synopsis :

EWR LCL CTLR CLAIMS THERE IS A DEAD SPOT IN TWR RADIO RECEPTION WHEN TFC IS ON AND AROUND RWY 04L. RPTR STATES THIS PROB HAS PERSISTED FOR OVER A YEAR.

Time

Date : 200003

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : BTR.Airport

State Reference : LA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : BTR.Tower

Make Model : SF 340b

Aircraft / 2

Controlling Facilities.Tower : BTR.Tower

Make Model : Skyhawk 172/Cutlass 172

Person / 1

Function.Controller : Ground

Experience.Flight Time.Total : 200

ASRS Report : 466636

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Flight Crew : Single Pilot

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Less Severe

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 1

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Airport

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

DAILY RWY INCURSIONS AT BTR. DUE TO THE CLOSE PROX OF RWY 4R AND TXWY E, BOTH OF WHICH CROSS RWY 13/31, THERE EXISTS A CONSTANT PROB WITH ACFT LNDG ON RWY 13 AND EXITING OF RWY 4R INSTEAD OF TXWY E. THIS IS DUE TO SEVERAL PROBS. THE FIRST PROB, WHICH IS PROBABLY UNCORRECTABLE, IS THAT THE ELEVATION OF RWY 4R IS HIGHER THAN TXWY E. THIS MAKES IT DIFFICULT FOR A PLT TO EASILY SEE THE TXWY FROM GND LVL. THE SECOND PROB, WHICH COULD BE CORRECTED, IS THAT THE ARPT HAS PAINTED A SOLID YELLOW STRIPE ON EACH SIDE OF THE WHITE CTRLINE STRIP OF RWY 4R, ALL THE WAY TO THE EDGE OF RWY 13. ALTHOUGH THIS IS INTENDED TO BE A LEAD IN LINE TXWY B ONTO RWY 4R, IT IS MUCH LONGER THAN IT NEEDS TO BE AND IT LEADS A PLT TO BELIEVE THAT THEY ARE SEEING THE YELLOW CTRLINE OF A TXWY INSTEAD OF A RWY. ANOTHER POSSIBLE SOLUTION WOULD BE TO ADD WHITE EDGE STRIPING ON RWY 4R UP TO THE INTXN OF RWY 13. RWY 13, BEING AN INSTRUMENT RWY HAS WHITE EDGE MARKINGS, BUT RWY 4R, BEING A SMALL GA RWY HAS NONE. A THIRD POSSIBLE SOLUTION WOULD BE THE INSTALLATION OF A SIGN (NEXT TO THE SET OF VASI'S FOR RWY 31) THAT WOULD SAY 'NO TURNS NEXT INTXN.' THE MOST RECENT INCURSION WAS AN SF34 LNDG RWY 13 WHO WAS TOLD TO 'TURN R AT THE SECOND INTXN...TXWY E AND CONTACT GND CTL.' THE SF34 TURNED ON RWY 4R ANYWAY AND A C172 WAS ON SHORT FINAL. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR ADVISED THAT RWY 4R IS APPROX 1 FT HIGHER THAN TXWY E. THE TXWY IS NOT IMMEDIATELY VISIBLE AS THE PLT APCHES TXWY E ON RWY 13. THE RPTR BELIEVES HIS SUGGESTIONS WOULD REDUCE RECURRENT RWY INCURSIONS OF PLTS TURNING R ONTO RWY 4R INSTEAD OF TXWY E.

Synopsis :

CTLR CONCERNED WITH BTR TXWY DESIGN AND SIGNAGE, WHICH APPEARS TO CONTRIBUTE TO RWY INCURSIONS.

Time

Date : 200003
Day : Sat
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : MMMX.Airport
State Reference : FO
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : MMMX.Tower
Make Model : A320

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 210
Experience.Flight Time.Type : 1250
ASRS Report : 467030

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 20000
Experience.Flight Time.Last 90 Days : 180
Experience.Flight Time.Type : 700
ASRS Report : 466436

Person / 3

Function.Controller : Ground

Events

Anomaly.Incursion : Runway
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 3
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolutory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : Airport
Problem Areas : Flight Crew Human Performance

Narrative :

GROUND INSTRUCTIONS WERE TO TAXI TO RWY 23R. WHEN WE APPROACHED RWY 23R THE RWY WAS MARKED AS RWY 23D. I WAS LOOKING FOR THE THIRD RWY ON MY CHART OR THE REASON FOR THE DISCREPANCY. WHEN I LOOKED UP THE CAPT HAD TAXIED ONTO RWY 23 R/D. HE THOUGHT HE WAS CLEARED TO RWY 23L WITH NO INSTRUCTIONS TO HOLD SHORT OF RWY 23R. SUPPLEMENTAL INFO FROM ACN 466436: IN MEXICO CITY, TAXIING TO RWY 23R DID NOT NOTICE THAT I WAS APPROACHING THE ACTIVE RWY. THE HOLD SIGN SAID RWY 23D AND THERE WAS A LONG BACK TAXI TO GET TO TAKEOFF PORTION OF RWY. PREVIOUS ACFT APPEARED TO BE TAXIING, WHEN IN ACTUALITY HE WAS BACK TAXIING INTO POSITION AND HOLD.

Synopsis :

EA-32 CREW HAD A RWY INCURSION ON RWY 23R AT MMMX.

Time

Date : 200003

Day : Thu

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : SAT.Airport

State Reference : TX

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : SAT.Tower

Make Model : MD-80 Super 80

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 467177

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 3

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Controller : Issued Alert

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

Narrative :

LOCATION: INTXN OF RWY 03/30 SAN ANTONIO ON TXWY G APPROACHING RWY 03 AT SAT. INFORMED GND CTL NO LOAD NUMBERS. GND TOLD US TO TAXI ONTO RWY 03. SAT WAS DEPARTING ON RWY 30L. AS WE MADE THE 90 DEG TURN ONTO RWY 03 TWR INFORMED US OUR NOSE WAS OVER THE HOLD LINE FOR RWY 30L. THE HOLD SHORT LINE FOR RWY 30L IS ACTUALLY ON RWY 03 AND OBSCURED BY RUBBER DEPOSITS. ALSO THE 90 DEG TURN IS SO CLOSE TO THE LINE THAT A LONG AIRPLANE LIKE THE S80 WILL HAVE ITS NOSE OVER THE HOLD LINE IF NOT CAREFUL. WE CALLED THE TWR CTLR WHEN WE GOT BACK ON THE GND AND HE SAID THE SAME THING. THIS IS A SETUP FOR RWY INCURSIONS AND NEEDS TO BE ADDRESSED. ALSO THE VERBIAGE OF RWY ZERO THREE AND RWY THREE ZERO IS EASY TO CONFUSE.

Synopsis :

FLC OF A SUPER MD80 STOPPED OVER THE HOLD SHORT LINE ON SAT RWY 03 FOR RWY 30L DUE TO THE RUBBER TIRE MARKS COVERING THE HOLD SHORT LINE AND ITS LOCATION SO NEAR TO THE TURN ONTO THE RWY.

Time

Date : 200004

Day : Mon

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : SAT.Airport

State Reference : TX

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : SAT.Tower

Make Model : Super King Air 200 Hdc

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 12500

Experience.Flight Time.Last 90 Days : 60

Experience.Flight Time.Type : 1700

ASRS Report : 468816

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 3

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Exited Adverse Environment

Resolatory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

I CALLED FOR AND RECEIVED A TAXI CLRNC TO RWY 30L VIA RWY 03. I MISSED THE HOLD SHORT LINE FOR RWY 30L AND WAS ON RWY 30L BEFORE I REALIZED IT. WHEN I REALIZED I WAS ON THE RWY I ADVISED I WAS CLRING THE RWY. WHEN TURNED AROUND I SAW THE HOLD SHORT LINE, BUT IT WAS VISIBLE ONLY ON THE EDGES OF THE RWY. THE HOLD SHORT LINE WAS MOSTLY COVERED BY THE TOUCHDOWN TIRE MARKS ON RWY 03. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR WAS ASKED IF HE HAD NOTICED ANY SIGNS ON THE EDGE OF THE RWY IDENTIFYING THE RWY AND HOLDING MARKINGS. THE PLT SAID HE WAS BUSY WITH THE BEFORE TKOF CHECKLIST AND DID NOT NOTICE ANY SIGNS. HE SAID WHEN HE TURNED AROUND TO CLR THE RWY, HE SAW PART OF THE HOLD LINES NEAR THE EDGE OF THE RWY JUST OUTSIDE OF THE TOUCHDOWN ZONE.

Synopsis :

SAT ARPT USES RWY 03 FOR TAXIING OPS. PLT IN A BE20 USING RWY 03 ENROUTE TO RWY 30L CLAIMS HE DID NOT SEE THE HOLDING MARKINGS ON THE RWY SURFACE BECAUSE THEY WERE COVERED OVER WITH TOUCHDOWN TIRE MARKS.

Time

Date : 199909

Day : Wed

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : YNG.Airport

State Reference : OH

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : YNG.Tower

Make Model : Falcon 20FJF/20C/20D/20E/20F

Aircraft / 2

Controlling Facilities.Tower : YNG.Tower

Make Model : Hercules (C-130)

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 5900

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 1500

ASRS Report : 470025

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Combined Local

Events

Anomaly.Incursion : Runway

Anomaly.Incursion : Taxiway

Anomaly.Conflict : Ground Critical

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.ControllerA : 4

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Controller : Separated Traffic

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : Airport

Problem Areas : ATC Human Performance

Problem Areas : Chart Or Publication

Problem Areas : Flight Crew Human Performance

Narrative :

IT WAS DARK AND VISIBILITY WAS GOOD. THERE WAS LITTLE OR NO GND TFC. SOME MIL C130'S WERE DOING TOUCH AND GOES ON WHAT I 'ASSUMED' WAS RWY 14/32 (THE ACTIVE ACCORDING TO ATIS). OUR TAXI INSTRUCTIONS WERE TO EXIT THE RAMP ON TXWY C AND HOLD SHORT OF WHAT I THOUGHT HE SAID WAS 'THE SALT RWY.' AS I WAS TAXIING SLOWLY NORTHEASTERLY ON TXWY C I'M LOOKING FOR THE 'SALT RWY.' I HAD NO IDEA WHAT GND WAS TALKING ABOUT AND THE ONLY RWYS SHOWN ON MY ARPT DIAGRAM WERE RWYS 14/32, 05/23 AND 01/19. EVEN AFTER AT LEAST TWO REQUESTS FOR CLARIFICATION I WAS STILL UNCERTAIN. AS I APPROACHED RWYS 14/32 I STOPPED WELL SHORT IN AN EFFORT TO MAINTAIN EXTRA CAUTION AND VIGILANCE, AS A RESULT MY TAIL WAS HANGING OVER INTO THE UNMARKED TXWY THAT I HAD JUST CROSSED AND APPEARED TO BE CLR OF TAXI TFC. GND AND TWR WERE COMBINED ON ONE FREQ. AS I CAME TO A STOP I HEARD TWR TELL SOMEONE TO 'GO AROUND.' AS I LOOKED TO MY R I COULD SEE A C130 GO MISSED FROM WHAT APPEARED TO BE EITHER A HUGE OVERSHOOT OR AN ATTEMPTED LNDG ON THE TXWY I HAD JUST CROSSED AND EVEN YET ENCROACHED. NEEDLESS TO SAY I WAS CONFUSED AND FEELING SOMEHOW RESPONSIBLE FOR SOMEONE ELSE'S GO AROUND. IT BECAME CLR THAT WHAT THEY WERE SAYING ALL ALONG WAS 'ASSAULT RWY' AND THAT THIS TERMINOLOGY SOMEHOW REFERRED TO THE UNMARKED 'TXWY' SHOWN ON MY ARPT DIAGRAM. I AM SUBMITTING THIS TO YOU BECAUSE I DON'T KNOW WHO ELSE HAS THE 'JUICE' TO FIX THIS POTENTIALLY DISASTROUS OP. AS A RESULT OF MY COMPLAINTS, I THOUGHT THE NEW PLATES WOULD CLRLY IDENTIFY THIS 'RWY,' IT CLEARLY IS NOT. I ALSO THOUGHT THEY WOULD ADD SOME NEW SIGNAGE ON THE FIELD. AS OF JANUARY 2000 THEY HAD NOT. I FIND THIS COMPLETELY INEXCUSABLE, TO ALLOW ANYONE (MIL NOT EXCLUDED) TO USE AN UNMARKED TAXIWAY AS A RWY AND THEN TO USE NON-STANDARD VERBIAGE WHILE DOING IT. ADDITIONALLY, I AM CONTINUALLY OPPOSED TO ANY USE OF 'COMBINED' FREQS. I FIRMLY BELIEVE THAT A MAJORITY OF OUR PROBS ARE EITHER INITIATED OR PROMULGATED AS A RESULT OF THIS PRACTICE. THE CTLRS ARE JUST NOT ABLE TO HANDLE MULTIPLE FREQS AS EFFICIENTLY AS ONE WHEN THERE IS MORE THAN ONE ACFT IN THE AREA OF THEIR JURISDICTION. I BELIEVE THIS SIT IS JUST ANOTHER VERY GOOD EXAMPLE OF THAT FACT.

Synopsis :

A TAXIING DASSAULT FA20 IS GIVEN CONFUSING TAXI INSTRUCTIONS TO, '...HOLD SHORT OF 'SALT' RWY.' RPTR, PIC, HOLDS SHORT OF THE ACTIVE RWY, (RWYS 14/32) AND NOTES A C130 PERFORM A GO AROUND. THE FA20 WAS, OBVIOUSLY, IN THE LNDG AREA OF THE 'ASSAULT STRIP' AT YNG, OH.

Time

Date : 200005

Day : Wed

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ORD.Airport

State Reference : IL

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : ORD.Tower

Make Model : Medium Large Transport, Low Wing, 2 Turbojet Eng

Aircraft / 2

Controlling Facilities.Tower : ORD.Tower

Make Model : MU-300 Diamond 1/1a

Aircraft / 3

Controlling Facilities.Tower : ORD.Tower

Make Model : Regional Jet CL65, Bombardier (Canadair)

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 12000

Experience.Flight Time.Last 90 Days : 150

ASRS Report : 472547

Person / 2

Function.Flight Crew : Second Officer

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 6

Function.Controller : Supervisor

Person / 5

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Less Severe

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 5

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.None Taken : Anomaly Accepted

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

ON BEING CLEARED TO LAND AT ORD ON RWY 09R WE WERE NOT ISSUED A LAHSO CLEARANCE, JUST, 'CLEARED TO LAND RWY 09,' WE EVEN VERIFIED THIS AT 1000 FT AGL BECAUSE I WAS UNSURE OF THE CALL. AS WE WERE ROLLING OUT ON RWY 09R, BETWEEN 90 KTS AND 80 KTS, WHICH WE STILL CONSIDER THE HIGH SPEED REGIME, WE WERE CALLED BY ORD TOWER AND ASKED TO TURN OFF ON TXWY M6, AT THE SAME TIME WE SAW A MITSUBISHI DIAMOND JET CROSS OUR RUNWAY AT TXWY'S. WE WERE BETWEEN TXWY M5 AND TXWY M6 AT THE TIME OF THE CALL. WE WERE STOWING REVERSERS AND PREPARING TO MAKE THE TURN WHEN AN REGIONAL JET CROSSED RIGHT BEHIND THE DIAMOND JET. UPON CALLING THE TOWER AT ORD, THE TOWER SUPERVISOR SAID THAT THEY, TECHNICALLY COULDN'T CLEAR US FOR A LAHSO OPERATION BECAUSE THERE WAS A 4 KT TAILWIND. BUT THAT THE TOWER CONTROLLER THOUGHT THAT WE WOULD BE SLOWED ENOUGH THAT HE COULD CROSS THE 2 AIRCRAFT. I BROUGHT UP THAT THE DIAMOND JET WAS ON OUR RWY BEFORE WE HAD ACKNOWLEDGED BEING ABLE TO MAKE TXWY M6 AND THAT IF WE HAD A HYDRAULIC MALFUNCTION THAT THE OPERATION COULD HAVE BEEN A REAL MESS. HE TECHNICALLY COULDN'T GIVE US A LAHSO CLEARANCE DUE TO THE TAILWIND BUT HE DID THE OPERATION ANYWAY. THE RUNWAY WAS LEGALLY OURS AS THE LANDING AIRCRAFT AND A RUNWAY INCURSION OR TWO WAS CAUSED BY ORD TOWER.

Synopsis :

DURING LANDING ROLL, ORD ATCT CTLR INSTRUCTED MLG CREW TO TURN OFF AT TAXIWAY M-6. BEFORE THE CREW COULD ACKNOWLEDGE, TFC WAS OBSERVED AHEAD CROSSING THE RWY.